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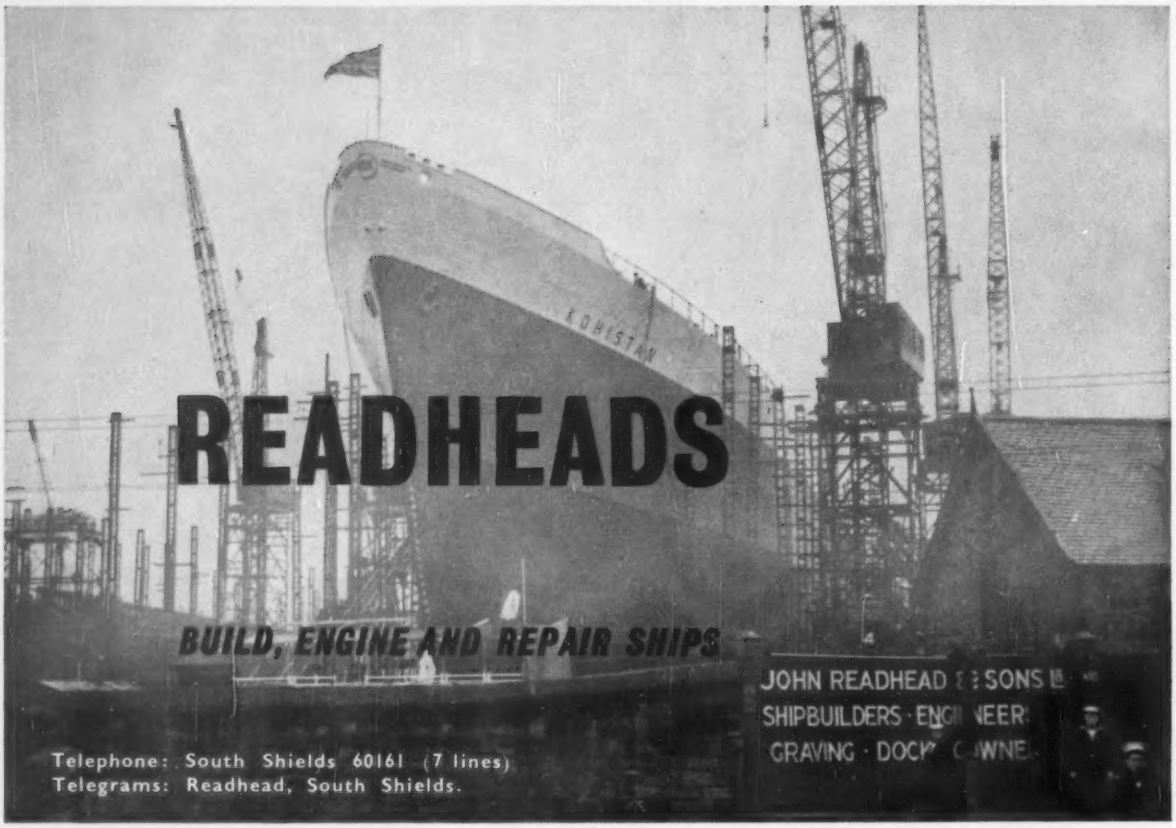
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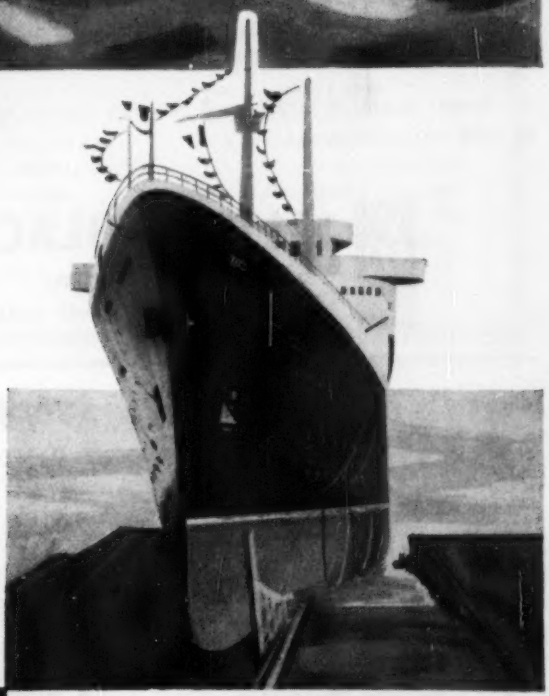

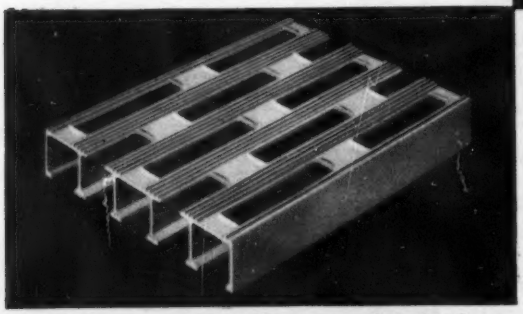

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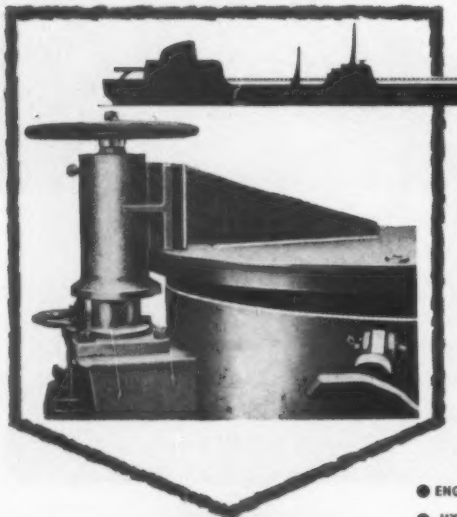

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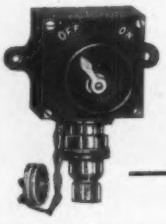

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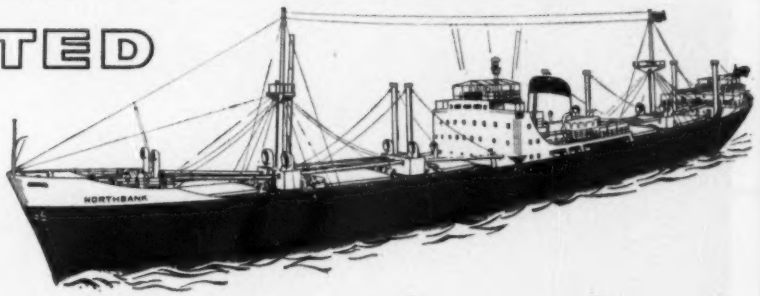

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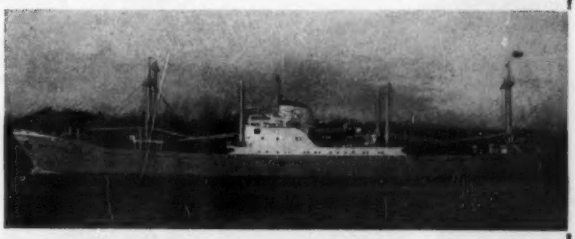

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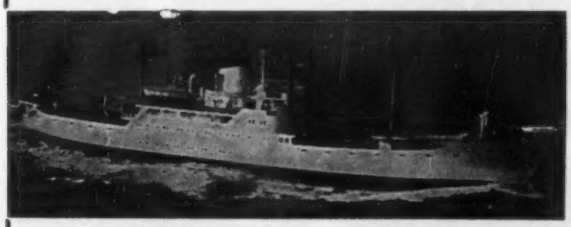

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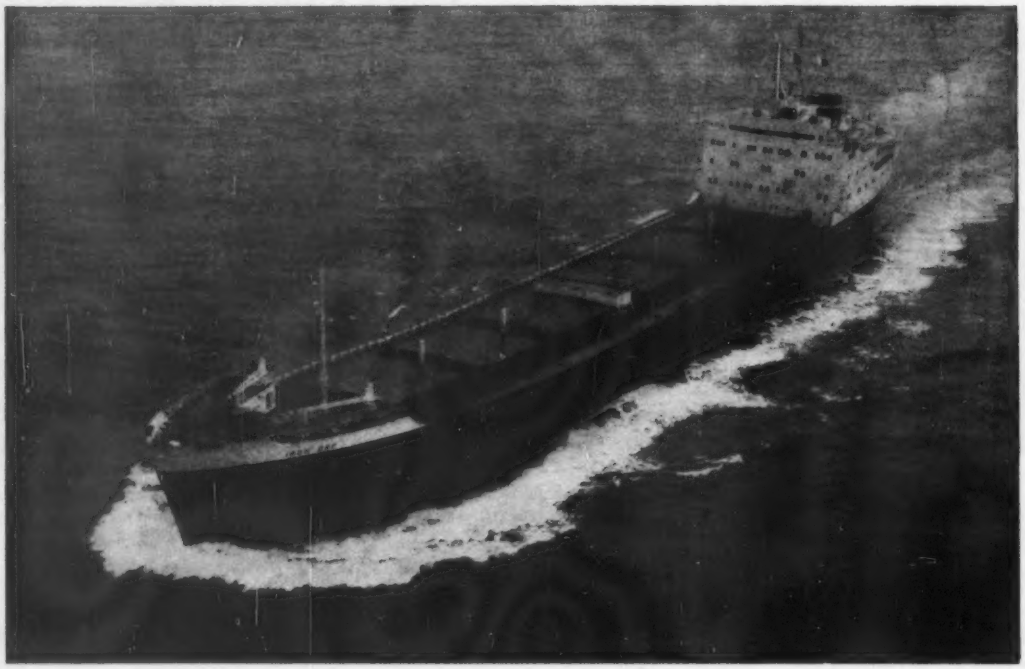

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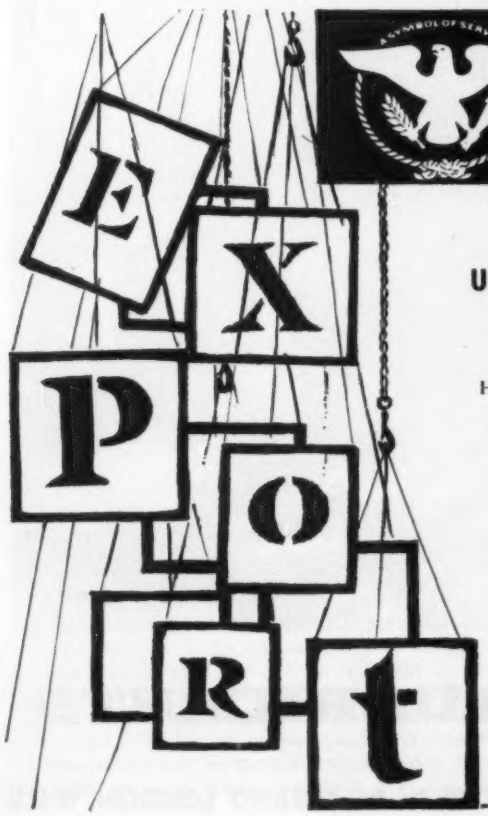

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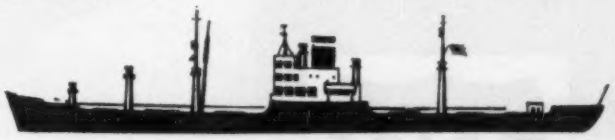

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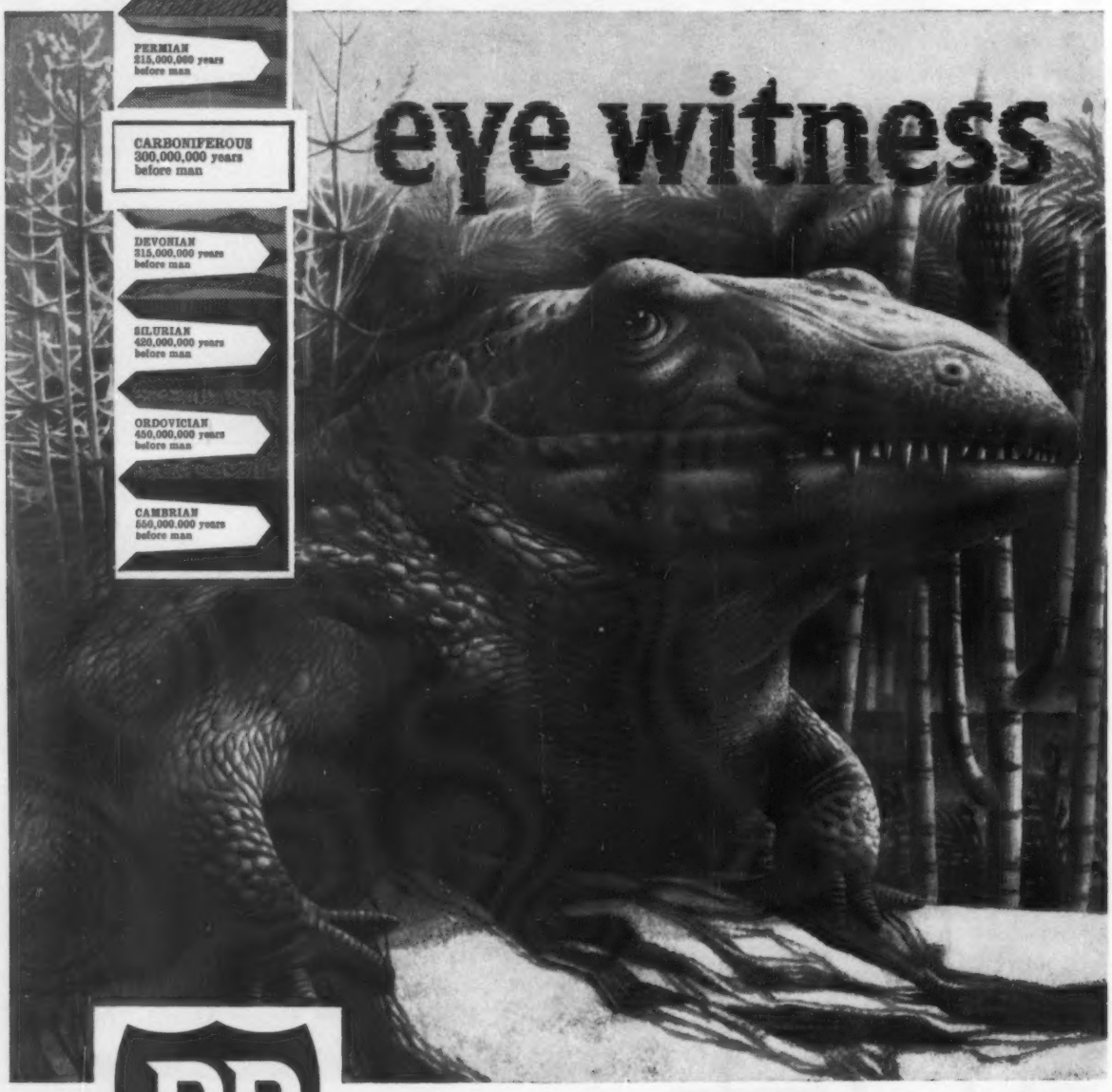

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THE SHIPPING WORLD

DELAYS IN PRESENTING CLAIMS

THE RECENT annual address to the Institute of London Underwriters, which was presented by the chairman, Mr H. M. MacDiarmid, conforms to the pattern which has been established over a number of years. Statesmanlike, in the proper sense of the word, is the adjective which among others could be fairly applied to this address. It presents an admirable and topical survey of underwriting affairs from the point of view of a marine underwriter in London. To shipowners, who at these times are much concerned with the hull insurance side of their business, there are several points of interest in this address by an underwriter to underwriters. Firstly, there is the statement that over the past few years the more responsible sections of the marine insurance market in London have adopted a policy of sound reconstruction. This is not to be denied, but had led to the general feeling that the hull situation is both more difficult for underwriters, as Mr MacDiarmid reports; and more difficult for shipowners, as many readers of THE SHIPPING WORLD will know when they consider their mounting hull insurance costs.

The second point made by this underwriting chairman is that one of the great difficulties which hull underwriters have to face is that of delayed presentation of claims, and it has been suggested that some shipowners seem to expect underwriters to keep their books open for 10, 15 or even 20 years, to meet claims which could have been settled earlier. Such delay is, indeed, unusual for direct claims made by shipowners on their underwriters, and is more often encountered in the hull reinsurance section of an underwriter's business where a delay by the shipowner in presenting the direct claim is accentuated by successive delays in the offices of the respective underwriters. It could be argued with some conviction that few shipowners could continue to operate their vessels on a satisfactory financial basis for very long with outstanding repairs and unpresented claims of the magnitude suggested by this address.

In the past, when examining similar statements, it has been found that hull claims which have been outstanding for some considerable time fall into two main groups: (a) those where the damage involved is not large or of great importance, and has been deferred to owners' convenience at the next special survey. In such cases it is identifiable, and has probably been surveyed; (b) those where the claim arises either out of a collision where extensive litigation as to liability has taken place as a preliminary and a complicated adjustment must be prepared before the claim can be presented to underwriters or, in fact, from any casualty in which an involved adjustment is required. In such cases payment on account of the final claim are customary, and in both of these latter instances a prudent inquiry by a broker will often produce the required information to enable the underwriter to make adequate reserves for the outstanding claims. In point of fact it is believed that the average time taken to prepare and issue an adjustment is nowadays considerably improved, both in this country and abroad.

Current Events

Growing Greek Fleet

THE success of the Greek Government in shepherding stray ships back into the national fold has been remarkable. Wisely it has been a policy of gentle persuasion, based on financial inducement: any other would, in the long run, have failed utterly. Figures issued by the Greek Ministry of Mercantile Marine show that during 1960 the strength of the fleet went up by 2,039,916 grt. This represents an increase in the national fleet of no less than 60 per cent—an increase not only in ratio but in actual tonnage greater than any other of the major maritime powers And appropriately, in its rise from fifteenth place in 1954 to among the leading six or seven today, Greece has come to displace Panama in the national merchant fleet stakes. Six years ago the Greek merchant fleet had fallen to about 350 ships of just over 1 mn grt. At the end of last year it numbered 1,043 with a tonnage of 5,384,249 grt, with a further 48 ships of over 500,000 tons under application for Greek registration.

More Tankers

A YEAR AGO over 73 per cent of Greek tonnage was represented by tramp ships, including ore carriers. But a high proportion—39 per cent—of last year's returning sheep was represented by tanker tonnage, which of course still constitutes by far the largest category of Greek-financed and Greek-controlled shipping based in the pastures of West Africa and Central America. The tramp proportion of the Greek fleet has now dropped to 65 per cent, and tanker tonnage has risen from 16.5 per cent

to 25.6 per cent, with a tonnage of nearly 1.4 mn. Another significant change in the character of the Greek merchant fleet has been brought about largely since the repatriation movement began. The Greek flag is no longer the banner of old tonnage it once was. Before the last war less than 6 per cent of the Greek fleet was under five years of age when the international average was 16 per cent; over 44 per cent was 25 years old or more. At the end of 1960, 40.37 per cent of Greek tonnage was under five years of age, which contrasts with a figure for world tonnage of 28.5 per cent.

Norwegian Ship Imports

NORWEGIAN SHIPOWNERS still place a good proportion of their orders with foreign shipyards, and the last quarter of 1960 proved to be a busy period in this respect. A total of 19 licences to build dry cargo vessels abroad was issued during the quarter, together with two for tankers. This number may be compared with 55 licences for dry-cargo vessels and six for tankers issued during the whole of the year. However of the 61 licences granted, three for tankers and four for dry cargo vessels were not used, while during the year four orders for dry cargo vessels and two for tankers were cancelled, while three orders for tankers have been sold to foreign owners. The net total of orders placed abroad by Norwegian shipowners during 1960 is thus 47 for dry-cargo vessels, with a loss of two tankers. The new orders recently published include six for bulk carriers of 16,000 dwt placed at Deutsche Werft, Hamburg. Three of them are for Torvald Klaveness, Oslo, and the ships are to be delivered in 1962 and 1963. Halle & Peterson, also of Oslo, has ordered one for delivery in 1963 and A/S Sverdrup Shipping & Co, Oslo, one for delivery in 1964. The sixth order was in fact placed last year by Wallem, Steckmest & Co, Bergen, and is for delivery at an earlier date. This is not, of course, an isolated example of Norwegian shipowners grouping together to place orders for several ships to a common design, and one must assume that it is a practice which they find profitable. British owners have not hitherto combined in the same way, though there seems to be no reason why they should not.

Lean Times for Specialist Builders

ALL branches of the shipbuilding industry are faced with difficulties at present. But few have been so badly hit as the firms building specialised types of small merchant tonnage, which traditionally have relied on a fairly steady flow of valuable Admiralty contracts to take up the slack and spread the employment of highly skilled teams of workmen. Into this category comes J. Samuel White & Co Ltd, of Cowes, whose order book is described by the chairman, Sir James Milne, in his address to the annual meeting in a fortnight's time, as "far from healthy". In view of the world shipbuilding position, he adds, "it is extremely difficult to obtain new contracts at profitable prices". He attributes the fall in profits revealed by the accounts (£151,439 compared with £180,521 for the previous year) to a combination of reduction in work in hand and "the very stringent trading under which the industry is operating". Conditions, he thinks, will become even more competitive in the future. The cross-Channel ship *Sarnia* is due for delivery in the spring and the New Zealand frigate *Taranaki* is in the final stages of completion. When these vessels have been handed over there will be left only an Admiralty frigate, the lighthouse tender *Stella* of 1,425 grt and five lifeboats for the RNLI. Across the Solent at John I. Thornycrofts, another firm with a proud small warship tradition, the position is very similar. In both cases it is a matter almost of survival that subsidiary interests have wisely been cultivated in previous years.

Fresh Union Thought

SHIPBUILDING UNIONS on the Clyde are currently engaged on discussions which may result in closer operation of the various trades, minimising the difficulties arising from demarcation disputes. Shipwrights and boilermakers are particularly involved in this situation, despite the denial that a full-scale amalgamation of interests is at present intended. The stage now reached is an attempt to produce a formula which will avoid repeated demarcation disputes, and this might entail the closer working of members of different unions within a shipyard. The boilermakers are known to have submitted a memorandum to the shipwrights, detailing prospective scope for closer cooperation, with the possibility that sectional unions might be embraced within a general union. Trade autonomy would be ensured within these sections, while the general agreement would eliminate matters which at present cause contention. Disputes could then be settled internally, with the further recourse to arbitration where no such internal agreement could be reached. The unions have tacitly admitted the damage created by such disputes, and the present moves are evidence that union thinking is at last moving towards the development of a greater degree of harmony as between the different trades than has existed to date. But something further will have to be achieved if British shipbuilding is to become fully competitive. It is not only demarcation disputes, but demarcation itself that is hampering the industry, and shipbuilders have already expressed in public their ideas for a much more extensive reorganisation of the shipbuilding labour force.

Fighting Engineroom Fires

ONE of the more interesting points raised in a paper read by Frank Rushbrook at a symposium on "Fire Protection at Sea" last week (organised by Turners Asbestos Cement Co Ltd) concerned the fighting of fires in the engine room. Mr Rushbrook, who is assistant firemaster for the south eastern area, evidently has a sound knowledge of ship firefighting, and is about to have a book published entitled "Fire Aboard". He stressed the point that much of the oil carried on board is already heated and under pressure, so that when an oil fire starts it is liable to spread with great rapidity, and carries explosive potentialities which make it exceptionally dangerous to fight. Most oils will ignite spontaneously without the presence of a naked flame if they come into contact with a surface having a temperature in excess of about 550 deg F; and there are plenty of places in an engine room where temperatures higher than this will be found. From the author's remarks it would appear that engineroom staff fly most readily to their foam extinguishers when fire breaks out; forgetting that they are surrounded by water which is not only plentiful but also cheap. It is a fact that the type of oil fire encountered in the engine room can be put out far quicker and more effectively with a spray nozzle than with a portable fire extinguisher, and there seems to be some ill-founded fear than an explosion will occur if water is used on an oil fire in such circumstances. It must be remembered that the oil which usually causes fire in an engine room is in no great depth, and it is only where fires take place in large storage tanks that the use of water, except as a fog, might prove dangerous.

An Asbestos Board

THE COMPANY organising the symposium, Turners Asbestos Cement Co Ltd, is known in shipping circles for its asbestos products, among them Turnall ships' board. This was produced as a result of an extensive programme for the development of materials both to satisfy fire-resistance provisions and meet the requirements

of the Ministry of Transport & Civil Aviation. After a long period of tests and surveys, the company laid down a plant for the production of a board, made from a combination of asbestos fibre, hydrated lime and silica. This material is comparable in weight with other materials, and combines excellent fire and insulating properties with a degree of natural strength which allows it to be easily handled and fixed. The surface can be painted or faced with a variety of surface veneers including decorative laminated plastics and wood. Tests on various forms of construction for both "A" and "B" class divisions have been carried out. At present, the Ministry of Transport have issued certificates covering different forms of construction for both "A" and "B" class divisions. The most recent development has been the issue of approvals covering the use of ships' board for insulating aluminium alloy class "A" divisions. The Aluminium Development Association cooperated with Turners Asbestos Cement Co Ltd in these successful fire tests.

Radar Simulator Exports to Denmark

British experience in the field of marine radar simulators is leading to export orders. One of the firms engaged in this field, Ultra Electronics Ltd, has recently been demonstrating marine radar simulator equipment in Kiel, Copenhagen, Stockholm and Oslo. Great interest was displayed in the equipment wherever it was shown, and more tangible results of the tour are now coming in. In addition to a number of inquiries, orders have already been received for two marine radar simulator installations for the Fano and Marstal nautical colleges in Denmark. This equipment will be designed to operate with Kelvin Hughes radar display units and installation will be carried out during the first half of this year. Ultra Electronics engineers who recently visited the marine radar simulator installations supplied by this company to Merchant Marine schools in Holland found that 52 one-week courses had been completed at Amsterdam and 25 two-week courses at Rotterdam. In both cases the equipment had operated without fault and without special servicing of any kind.

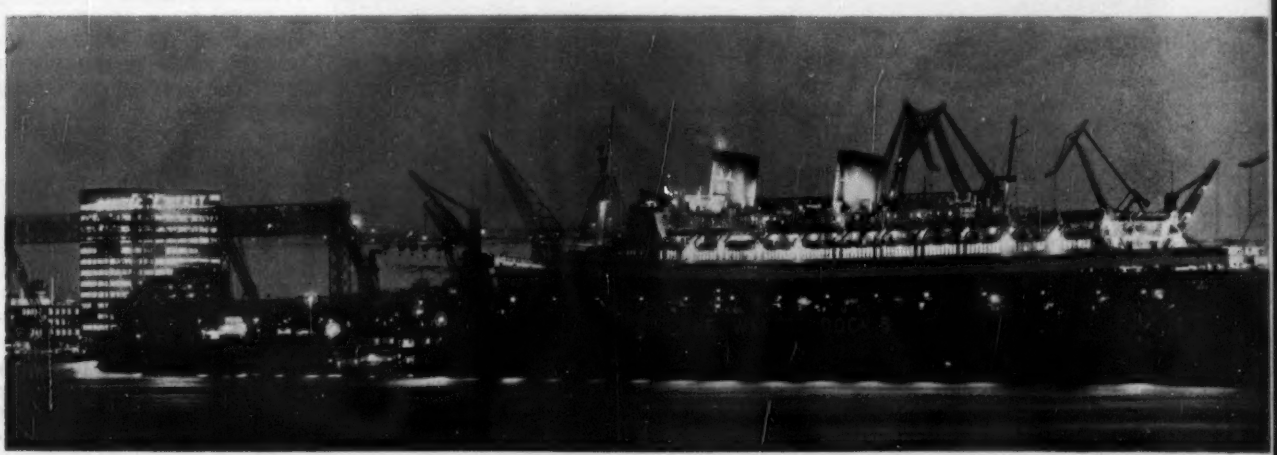
Influencing Purchasing Policy

Shipowners with large fleets, and particularly those with passenger tonnage, may well be interested in the fact that the Council of Industrial Design has appointed Mr J. S. Cousins to the new post of Purchasing Liaison Officer. Mr Cousins will be concerned with the design policy of corporate buyers, such as industrial corporations, Government departments, the Services, transport undertakings, hotels, educational institutions and hospitals. The Council stated in its last annual report that it intended to seize every opportunity of encouraging such large purchasers to give a constructive lead in their choice of furnishings and equipment, as these buyers could greatly influence standards of design. There is admittedly room for improvement in the interior design and furnishing of commercial buildings and offices. The Council would also like to see all hospital boards, now faced with large building programmes, employing as a matter of course professional design consultants rather than leaving important decisions on interior design to lay officials or committees. Mr Cousins himself has been with Sir Basil Spence & Partners for the last 2½ years, and during that time was responsible for designing and purchasing furniture and furnishings for various projects, including the Senior Common Room at Southampton University and the Physics Building at Liverpool University. Previously, he was architect to the development staff of the Imperial College of Science & Technology, South Kensington, and earlier had been a member of the team of architects which designed the Royal Festival Hall.

IMCO Activities

It is nearly three years since the Inter-Governmental Maritime Consultative Organisation—to give it its full and cumbersome title—came into effective being. It had then been in cold storage for about ten years awaiting its quorum of ratifications. Though the body has considered a number of matters during these first years of operation, including the vexed question of tonnage measurement, it cannot in all honesty be said that it has had a profound effect on international shipping. The reason is, of course, that not only its title but also its operating machinery is cumbersome. And this is scarcely avoidable when to the difficulties of functioning internationally are added those of functioning inter-governmentally. The IMCO Assembly meets in session only once every two years; the next meeting will be in London from April 5 to 18 this year. Provisional agenda and other arrangements for the second Assembly session were concluded by the IMCO council—which itself represents 16 different countries—in London the other day. At the same time attention was given to the work programme for 1962-63. One of the major items of this programme is the projected conference on oil pollution which has been requested by a number of member states, IMCO having now taken over from the United Kingdom the responsibilities laid down under the 1954 Convention on Oil Pollution.

This night scene in Hamburg shows the German passenger liner "Hanseatic" (formerly the "Empress of Scotland") in one of the floating docks at Deutsche Werft, with one of the gantries for the shipyards' cableway system on the left



B

ON THE "BALTIC"

REACTIONS OF CHINESE CHARTERING

By **BALTRADER**

THE OUTSTANDING FEATURE of this month's chartering has been the unprecedented activity of the Chinese charterers in fixing both for voyages and for periods of timecharter with delivery, some in the Far East and some on this side, ranging in length from a round voyage to Australia with delivery in the Far East, to a period of up to 14 months. Many voyages have been arranged for wheat from Australia to China to meet urgent needs caused by the failure of Chinese crops. Several of the timechartered ships have been ordered to cross in ballast from the Far East to British Columbia to load, presumably barley, for China. A beginning has been made in chartering for fertiliser from the Near Continent which had been in abeyance for some time; it is important for everything possible to be done to secure a good harvest in China this autumn. Although movement of wheat, and possibly fertiliser, is the most urgently important use for the ships they are chartering, the Chinese have other commitments such as the exchange of general cargo between their country and Europe and rice from Far Eastern ports to Cuba in exchange for sugar. Tonnage may be required to bring iron ore from Yulin on Hainan Island to Europe, although that has not been noticed lately, at any rate in full cargoes.

Reaction to this large absorption of available tonnage is slow to reveal itself in other markets, but it seems likely that the removal from the market of much shipping which would otherwise seek American grain will be felt in the trans-Atlantic trade. There are many vessels which have been running from Europe to the Far East direct with fertiliser, or via Hampton Roads with coal, and which have never been sent down to Australia to load homewards; their next move after discharge in the Far East has generally been homewards with cargo from China or across the Pacific in ballast to load homewards from British Columbia or the U.S. North Pacific. The employment of these vessels in the grain trade from Australia to China for some months to come is likely to affect the market from the North Pacific even more noticeably than the North Atlantic. The North Pacific has always been vulnerable to temporary shortages of tonnage because there is no regular supply of full cargoes to that coast, especially now that the shipment of cars to the U.S. has shrunk to a trickle. Furthermore there are few liners running from British Columbia or U.S. North Pacific to Europe.

Little Effect on North Atlantic

The western North Atlantic is quite differently placed, because its ports can be reached in ballast from this side by the large supply of tramp shipping which converges upon Europe to fulfil its incessant demand for food and raw materials. Even when tramp tonnage is temporarily scarce there is a procession of liners bringing us American grain as a part cargo to make weight in addition to the lighter and more paying general cargo which we import. The modern tramp vessel is half again as large as its pre-war counterpart and is to the same degree faster. The same ship is often kept in the trans-Atlantic grain trade for many voyages, for the reason that the grain fittings are costly to erect and once they are in position it pays to run back and forth for grain in bulk, carrying a large aggregate in a comparatively short time. In addition there are the tankers and bulk carriers which move 17,000 to 30,000 tons of grain at a time. Fortunately for the owners of the normal tramp the United Kingdom does not offer hospitality to the giants, but they are welcomed at the near Continental ports.

However it is a fairly small margin of supply and demand tipped one way or the other which determines the strength or weakness of the freight market, and it is probable that the numerous Chinese fixtures of the last few weeks will in varying degrees induce a firmer tendency in all the freight markets. Meanwhile shipowners keep their fingers crossed: they sincerely hope the United States will not seriously consider excluding or reducing the employment of foreign vessels in carrying air cargoes.

The Freight Markets

Freight markets have been active during the week, especially in the North American grain section. This trend, following the recent intense chartering for Chinese account, certainly encourages owners to show reserve. The Baltic Chartering Committee has had to concede 3s 9d per ton more from the North Pacific to India. The Chinese charterers continued to take large modern vessels on time charter and arranged some miscellaneous voyages, but their activity was much less than in preceding weeks.

Fixtures include: U.S. Atlantic to London, 10,200 tons heavy grain including soya beans, 42s 6d, option up to 12,000 tons 10 per cent, 40s on the balance, February 1/15; *Atlantic City*, 8,600 tons and *Irish Ash*, 10,000 tons, U.S. Gulf to India, heavy grain, 73s 9d basis West Coast discharge, March 8/29 and 10/30; several vessels Cuba to Black Sea, sugar, 60s, February; Hampton Roads to Yokohama, Moji range, 11,000 tons, $8.40, March 13/April 10; *Cavodoro*, 8,500 tons, 90ft grain guaranteed, up River Plate to Japan, 127s 6d, Clause 6 excluding sunflower seed and sunflower seed expellers, February 8/20, *Nordland*, 10,800 tons, heavy grain, Necochea completing Bahia Blanca or Mar del Plata to Antwerp-Hamburg range, 68s 3d, Clause 6 limited to 4,000 tons barley, oats, millet or sorghum, February 18/March 8; *Gannet*, 10,000 tons and *Yiannis*, British Columbia or U.S. North Pacific, to basis West Coast India, 72s 6d heavy grain, March 1/15 and March 10/31; *Irish Ash*, 10,000 tons, West Australia to U.K., 85s bulk wheat ex silo, option Antwerp-Hamburg range 80s, May 13/June 26.

Time charters include *Lord Codrington*, 12,947 tons dwt, 630,000 cu ft bale, 14/14½ knots on 17 tons fuel plus ¾ ton diesel, 22s, 7/10 months, delivery Hamburg, redelivery U.K. Continent, Mediterranean or Far East, February 10/28, for Chinese account; *Huntsland*, 11,850 tons dwt, 673,000 cu ft bale, 14 knots on 20 tons fuel plus 1 ton diesel, 22s, delivery and redelivery Japan, 6/9 months, February 13/March 10.

AT A MEETING of the Court of Assistants of The Worshipful Company of Shipwrights the following were elected: Prime Warden, Sir James Milne; Renter Warden, Mr J. A. Billmeir; Second Warden, Sir Ralph Metcalfe; Third Warden, Mr Dawson R. Miller; and Fourth Warden, Sir Charles Connell. The following were admitted to the Freedom of the Company: Messrs Hugh Hogarth, G. S. R. Gordon, D. J. Walker, J. C. Shire, Rt Hon The Lord Geddes and Mr J. H. Kirby.

CUTTING & CO (LONDON) LTD, 29 Mincing Lane, EC3, have been appointed general cargo and ships' agents for the Soviet State S.S. Lines and Russian time-chartered vessels in the Port of London. This appointment takes effect as from February 15.

Shipping and Singapore

CHANGES IN THE INDONESIAN INTER-ISLAND TRADES

By a Special Correspondent

The Port of Singapore can now claim to be the premier port of Asia and the fifth most important in the world. Tonnage statistics for the year up to June 1960 show a big improvement on those of the previous year, the one of slump, and great progress is being made with the Harbour Board's East Wharf extension project. Due to the discovery of a soft clay patch, the alignment of the inner face of this extension had to be changed, and the new layout will be far better, with more space for stacking in the open, besides giving two considerably longer berths inside. Plans for the later phases of the development, for which funds have not yet been granted, have had to be modified as a result of these changes, and the probable final arrangement will be neater and more popular with the pilots than the old scheme that incorporated a finger pier.

Nor have developments been confined to Singapore Island. On nearby Pulau Bukom, Shell have started work on a new oil refinery; earth from Bungalow Hill, the western-most hump of the island, was pushed out into the sea between the oil berths and the shore to provide a flat space for the refinery, for which the first construction materials arrived last year. The refinery, which will have a throughput of 20,000 barrels a day, is expected to be completed by 1962.

Japanese Oil Refinery?

A Japanese oil company also has been inquiring about sites for a refinery and reports mention the possibility of one near the Pasir Panjang power station at the western end of Keppel Harbour. The State Government is proposing to develop trading estates in the Jurong area and suggested layouts include new port facilities near Tanjong Kling and Pulau Damar Laut, where vessels are sometimes laid up.

Apart from the Government taking over W. Hammer's water supply business, there have been no major political happenings concerning the port, though a strike by employees of one of the lighterage companies occurred in the middle of the year. No action has been taken to implement the recommendations of the Milner Report, i.e., to form a single port authority.

As may be expected in any port, the most interesting happenings concern the ships themselves, and, apart from the usual crop of newcomers and old stagers, there have been many vessels that have changed hands. Dutch shipping has for a second year been much in the news, for in addition to the disposal of the large number of KPM ships laid up at Singapore, the Indonesian Government's ban on all Dutch vessels from June 1 onwards necessitated all sorts of changes in Dutch shipping services using Singapore.

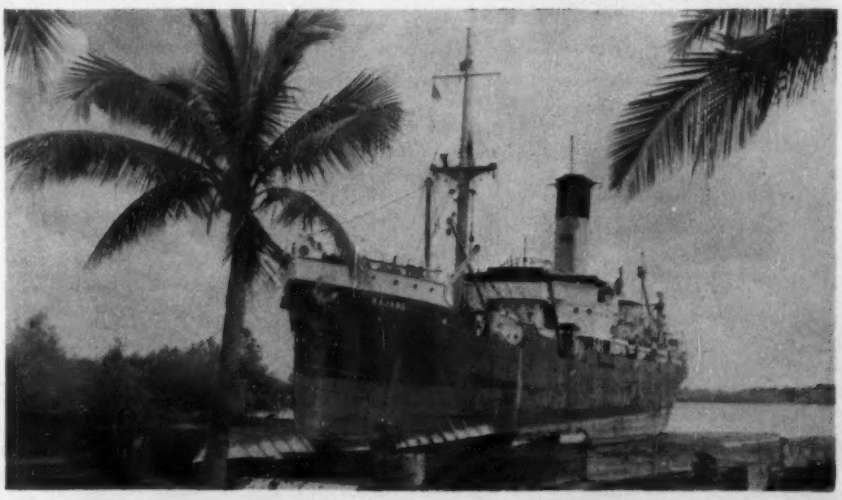
At the end of August the only KPM ship still laid up in the Eastern Anchorage was the *Balanipa*. All the others have gone, less those, of course, that have been in continuous service, such as the *Batavia* on the Bangkok run. Big slices of the 'cake' have gone to the Singapore Chinese Teck Hwa Company, which now operates about 10 of the former *Ba* and *Ka* class ships under Panama registration, and to Kie Hock, another Singapore Chinese Company that has three *Ba* class and many ex-*Sitsen* type coasters all under the Panama flag. Guan Guan has added to its slice of last year and all these companies run the former KPM ships on Indonesian inter-island services. Strangely enough their black topped funnels are red (Teck Hwa) white (Kie Hock) and blue (Guan Guan).

Larger vessels to change hands were the 4,900-tons sisters *Baud* and *Reyniersz* which became respectively the *Kunak* and *Keningau* of the Straits Steamship Co. They are employed on the Singapore-British North Borneo run.

Effects of Indonesian Ban

Following the Indonesian Government's decision to ban all Dutch shipping from their ports, Royal Interocean Lines had to stop operating their two fine Java-China liners *Tjiwangi* and *Tjiluwah* between Hong Kong, Singapore and Bali via Djakarta. Now they do not call at Singapore at all but are on the Melbourne and Sydney run to Japan, returning via Hong Kong. Two Indonesian passenger ships were scheduled, according to press reports, to be taking their place on the Djakarta-Bali service; one of these might be the 6,000-tons *Tampomas*, except during the pilgrim season, and the other the smaller *Halmahera*. Doubtless the *Tong Han* will be used by Kie Hock for this purpose, too.

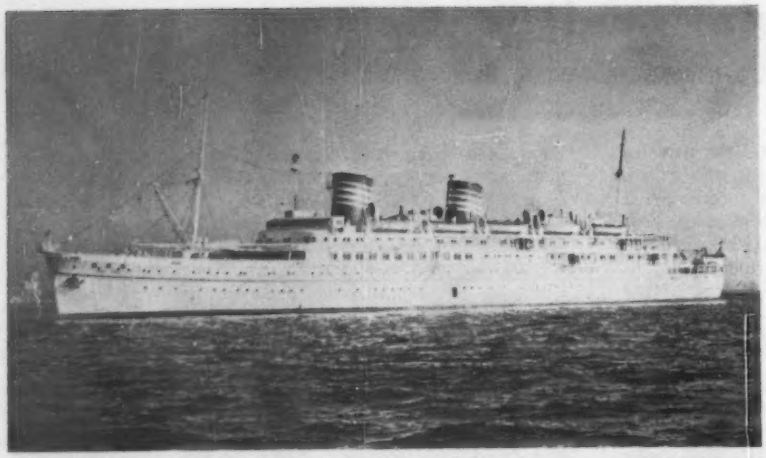
Partly to offset the effects of the Indonesian ban, two of the principal Dutch companies, Nederland Royal Mail and Royal Rotterdam Lloyd, had already started earlier in the year a new direct joint service between Malaya and the Great Lakes with their *Nanusa* and *Salatiga*. Later on, the Nederland *Balong* inaugurated a similar joint service of the two companies between Malaya and the Spanish Main and Caribbean and yet another new line was started, this time to give Dutch New Guinea a direct link with the motherland.



The "Kajang" of Straits S.S. Co shown at her breaking up berth

SEEN AT SINGAPORE

VESSELS OF VARIOUS NATIONALITIES



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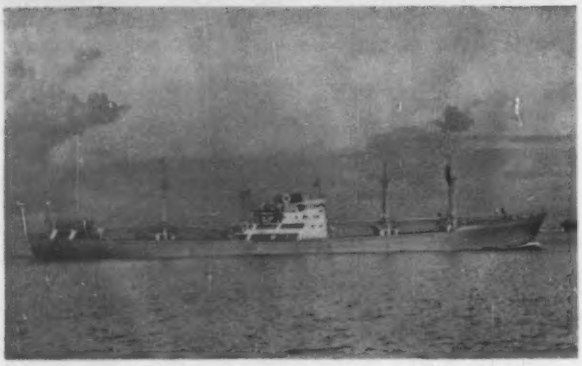

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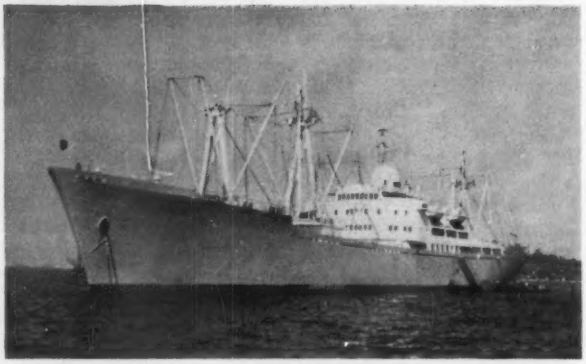

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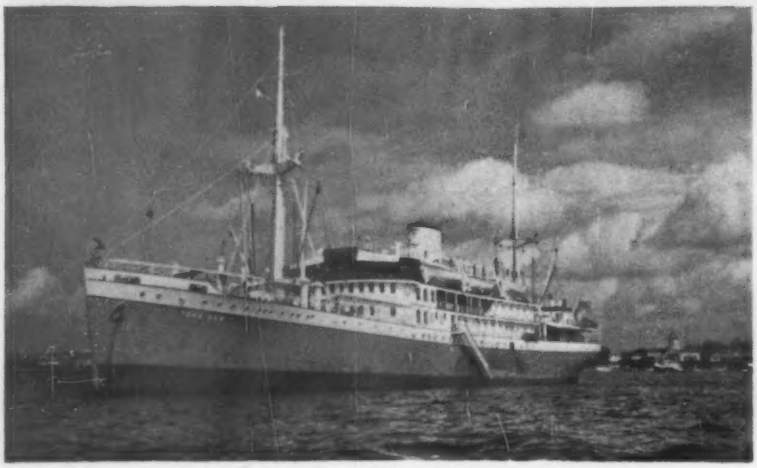

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1 The Japanese pilgrim ship "Koan Maru"
2 The Czech cargo liner "Mir"
3 Polish Ocean Lines "Pekin"
4 "Tjiliwong" of Royal Interocean Lines
5 The new Russian cargo liner "Fizik Vavilov"
6 The "Tong Han" of Panama, better known as the "Maetsuycker" of KPM

The "Celestial" is one of a class of vessels formerly owned by the KPM. She was formerly the "Barito" and is now owned by the Singapore Chinese Teck Hwa Company and is registered in Panama

While Dutch firms were having to shift their attention to other Far Eastern routes, thereby coming into conflict with members of the Far Eastern Lines Conference, against whom a freight war was at one time threatened but called off following agreement in July, certain British and Japanese companies were nibbling rather cautiously at the Indonesian trade.

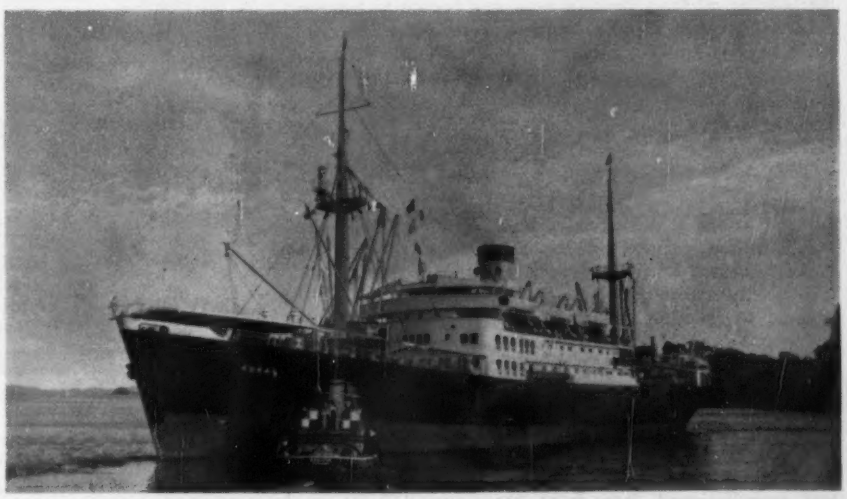
The year has seen great activity in the sphere of Indonesian inter-island trade and all sorts of ships have been introduced into these coastal services to try and fill the gap in tonnage available until the Indonesian merchant fleet has been adequately strengthened. Panamanian Oriental S.S. Corporation vessels have played their part, many on charter to the PELNI Line. Among British flag vessels have been the Manners (of Hong Kong) *South Breeze* and *Wear Breeze*, though neither of these can be termed as coasters any more than several Wallem ships that pass through Singapore to Indonesian ports, like the *Eastern Venture* and *Eastern Mariner*.

Meanwhile the Indonesian fleet steadily grows and the first of 24 coasters to be constructed in Polish yards, the *Rambutan*, reached Djakarta on July 30. The *Dukuh* followed a little later and a steady stream of *D's* is still heading east. These Polish-built ships will join ones from Dutch yards, some from Italian yards, ex-Japanese, and ex-Russians in the PELNI fleet. Routine maintenance and overhaul must present severe problems for the Indonesians, whose spare parts organisation must cover machinery and other items from widely differing sources of supply. Perhaps that is one of the reasons why quite a number of vessels have been drydocked in Singapore.

The pilgrim trade continues to boom. Following the arrival of the *Gunung Djati* a year ago, the China Navigation Co smartened up their *Ashun* and *Anking* which in 1960 sailed to Jeddah with white hulls. In each case the funnel had the Malayan flag depicted on an Islamic green background. This year the same company will introduce a third vessel into the service, with some of her accommodation air-conditioned; she is the ex-B.I. trooper *Dilwara*, renamed *Kuala Lumpur*. Another white pilgrim ship to be seen at Singapore has been the two-funnelled Japanese *Koan Maru*, one of the few survivors of Japan's prewar passenger-carrying fleet. The 1960 pilgrim season has been the last for the veteran *Tyndareus*, which after 44 years of Blue Funnel Line service has been sold to Hong Kong shipbreakers.

Ships in the news for one reason or another are too numerous to list, but among Singapore's visitors have been the Russian tanker *Pekin*, the Russian cargo vessel *Berdjansk*, 5,400 tons, which was towing a large floating dock to the Far East, and the new *Rotterdam* on her first world cruise. Brand new Russian ships have included the *Morechot Kuskov* and the very much larger *Fizik Vavilov*, while the latest Polish Ocean Line's ship to call has been the new *Pekin* (not to be confused with the tanker). Her design, with machinery amidships, is more conventional than the slightly older vessels *Chopin* and *Zamenhof*, both of which have engines aft and called during the year.

The Port of Singapore is a busy one, well abreast of modern developments and showing no inclination to surrender her important position in the *entrepot* trade, despite political changes going on all round. The young State is encouraging interest in maritime matters, such as stepping up training in seamanship and navigation, and arranging cheap weekly excursions round the harbour for the general public, while the latest skyscraper, albeit a modest one, on Collyer's Quay proclaims Shell's confidence in regional trade and the Port of Singapore.



The "Kunak", formerly "Baud" of KPM, which with her sister ship "Keningau", ex "Reyniersz", was sold last year to the Straits S.S. Co

Oil Topics

INFLATABLE FLOATING OIL BOOMS

FLOATING oil booms have proved to be a satisfactory method of preventing the spread of oil when it is discharged accidentally during the loading or unloading of tankers. A recent development in this field is the production by a British manufacturer, William Warne & Co Ltd, Barking, Essex, of an inflatable oil boom, and this has proved successful in use at Ellesmere Port on the Manchester Ship Canal. The new boom consists of a flexible, inflatable tube made of Neoprene synthetic rubber and reinforced with Terylene synthetic fibre. A weighted skirt of the same material hangs down below the tube to a depth of 22in; this prevents oil seepage underneath the tube. Weighting the skirt down is a chain which helps to prevent the tube and skirt from taking any tensile stresses due to the wind, waves or currents. A tube diameter of 16in is, in the opinion of the manufacturers, the minimum that will withstand the buffeting of the sea and at the same time support the weight of the skirt and chain. The boom is made in lengths of 50ft, and any number of lengths can be jointed together to achieve the required overall length. When inflated, the boom sits about 14in above water level. The air pressure inside is approximately 2lb/sq in, and a safety valve is provided set to release pressure in excess of 4 lb/sq in. Excessive pressure would make the boom too rigid to respond quickly enough to changing wave contours.

Test by Fire

THE BOOM can be sunk to allow a vessel to pass over it, and later refloated in a matter of minutes. It can be towed end-on, and gives very little towing resistance. It is collapsible, and can be carried in a truck for crash action in case of emergency; the vehicle exhaust may be used to inflate the boom. The toughness of the neoprene was put to test on one occasion when a tanker unloading crude oil caught fire. An inflatable oil boom had been positioned round the jetty-side of the tanker with the object of containing any oil that might have leaked out on to the sea, made up of 17 50ft lengths of 16in diameter tube. When the tanker caught fire, some 600 tons of burning crude oil fell into the area enclosed by the boom and burned for over an hour. In spite of the high temperatures the boom remained inflated, thus preventing the burning oil from floating away and becoming a serious hazard to other shipping and shore installations. In addition it afforded a handhold for members of the crew who had jumped overboard. As a result of this experience, inflatable oil booms now have lifelines fitted along their length as standard fittings.

Record Oil Traffic at Kent Refinery

IN 1960, a record total of almost 18 mn tons of oil was handled at the jetties of BP's Kent Refinery, the largest wholly-owned refinery in the BP Group. Some 2,775 tankers berthed during the year, either to bring in crude oil or load refined products, while another 1,680 ships berthed to take on bunkers. Since the refinery started operations in 1953, the Kent jetties have handled nearly 83 mn tons of oil, and there have been more than 29,000 berthings by tankers, other ships and barges. While most of the refined products produced by Kent Refinery leave by water, there is also considerable road and rail traffic. Last year nearly 18,000 road tanker loads left the refinery, and more than 5,000 rail tanker loads. Since the refinery was commissioned there have been over 117,000 road tanker and 19,000 rail tanker loadings, figures which are not inconsiderable for a period of less than eight years.

RECENT SHIP SALES

REFRIGERATED motorship *Orpheus* and sistership Hull C38 (4,400 dwt, 5,969 grt, 3,296 nrt, under construction at Bruges) sold by auction at the London offices of Harley Mullion & Co Ltd to Bonaventura Sociedad Maritima Financiera S.A., Panama, for $1,400,000 the two "as lies". The *Orpheus* was launched last May and is partially fitted out, and her sister ship is still on the slip partly plated.

Yard No. 298, motorship (14,700 dwt, 10,400 grt, 6,000 nrt, building Gorinchem, for "de Schelde" having originally been ordered for Greek account) sold by the shipyard to Egon Oldendorff, Lubeck, for £975,000 on terms and to be renamed *Dorthe Oldendorff*.

Cargo steamer *St Nazaire* (ex-*Emma Willard*, 10,148 dwt, 7,298 grt, 4,014 nrt, built Portland, Me., 1943 by New England Shipbuilding Corp.) sold by French Government to Greek buyers for £76,500 with survey-due delivery. She has been idle for some considerable time.

Cargo steamer *Granville* (ex-*Joseph J. Kinyoun*, 10,425 dwt, 7,282 grt, 4,177 nrt, built Richmond, Cal., 1944 by Permanente Metals Shipyard No 2) sold by French Government to Greek buyers for £79,500 with survey-due delivery.

Tank steamer *Zaragoza* (ex-*Pagao*, ex-*Formia*, ex-*Volsinio*, 6,351 grt, 3,873 nrt, built Genoa 1922 by S.A. Italiano G. Ansaldo) sold by Cia. Espanola de Petroleos S.A., Madrid, to Spanish shipbreakers for demolition at Valencia.

Motor tug *Du Guesclin* (299 grt, 41 nrt, built Dordrecht 1951 by Scheeps. "De Biesbosch"), sold by Union des Remorqueurs de l'Ocean, St Nazaire, to Steel & Bennie Ltd, Glasgow.

Motor tanker *Marao* (ex-*Glimminghaus*, 13,161 dwt, 8,604 grt, 5,383 nrt, built and engined Malmo by Kockums Mek. Verks., launched 1943, completed 1945), sold by Soponata Soc. Portuguese de Navios Tanques Ltda, Lisbon, to Greek buyers reported to be John S. Latsis Ltd for about £100,000 and renamed *Henrietta*.

Motor tanker *Hamlet* (15,472 dwt, 10,259 grt, 5,993 nrt, built Glasgow 1949 by Blythswood Shipbuilding Co Ltd) sold by Bruusgaard, Kiosteruds Skibs A/S (Bruusgaard, Kiosterud & Co), Drammen, to Greek owners for about £300,000 including a time charter until October 1962.

T2 tanker *Thorunn* (ex-*Honningsvaag*, 16,567 dwt, 10,172 grt, 6,135 nrt, built Mobile 1945 by Alabama Dry Dock & Shipbuilding Co) sold by Tonnevolds Tankrederi A/S (O. Tonnevold A/S), Grimstad, to Liberian buyers for about $315,000 with as is delivery.

Cargo steamer *City of Ely* (ex-*Samarina*, launched as *James Blair*, 10,657 dwt, 7,282 grt, 4,455 nrt, built Baltimore 1943 by Bethlehem-Fairfield Shipyard) sold by Ellerman Lines Ltd (Ellerman Bucknall Steamship Co Ltd), London, to Hong Kong buyers for £98,500 with survey due.

Motor vessel *Zonnewijk* (ex-*Vermeer*, ex-*Empire Raleigh*, 10,275 dwt, 7,185 grt, 4,261 nrt, built and engined 1941 by William Doxford & Sons Ltd) sold by Stoomvt. Maats. Wiklijn (Erhardt & Dekkers), Rotterdam, to London Greeks for £135,000.

Cargo steamer *Fidelity* (ex-*Alcyone Angel*, ex-*Sterling Venture*, ex-*Gundine*, ex-*Cypress Hills Park*, 10,832 dwt, 7,140 grt, 4,220 nrt, built Victoria, B.C., 1944 by Victoria Machinery Depot Co Ltd, converted from tanker 1955) sold by Nolido Cia. de Nav. S.A., Monrovia, to Greek buyers and renamed *Vetaouna*.

Motor coaster *Tyro* (647 dwt, 500 grt, 320 nrt, built Westerbroek 1946 by E. J. Smit & Zoon Scheeps.) sold by N.V. Motorboot Maats. Bynia (Hudig & Veder N.V.), Harlingen, to Italian buyers and renamed *Bucador*.

Cargo steamer *Anita Bolten* (ex-*Oscar Gorthon*, 3,415 dwt, 1,725 grt, 921 nrt, built and engined Fredrikstad by A/S Fredrikstad M.V.) sold by Aug. Bolten Wm. Miller's Nachfolger, Hamburg, to German buyers and renamed *Brabant*.

Motor tanker *Cistula* (8,101 grt, 4,648 nrt, built Schiedam 1939 by Wilton-Fijenoord) sold by N.V. Petroleum Maats. "La Corona" (Shell Tankers N.V.), The Hague, to Hong Kong shipbreakers.

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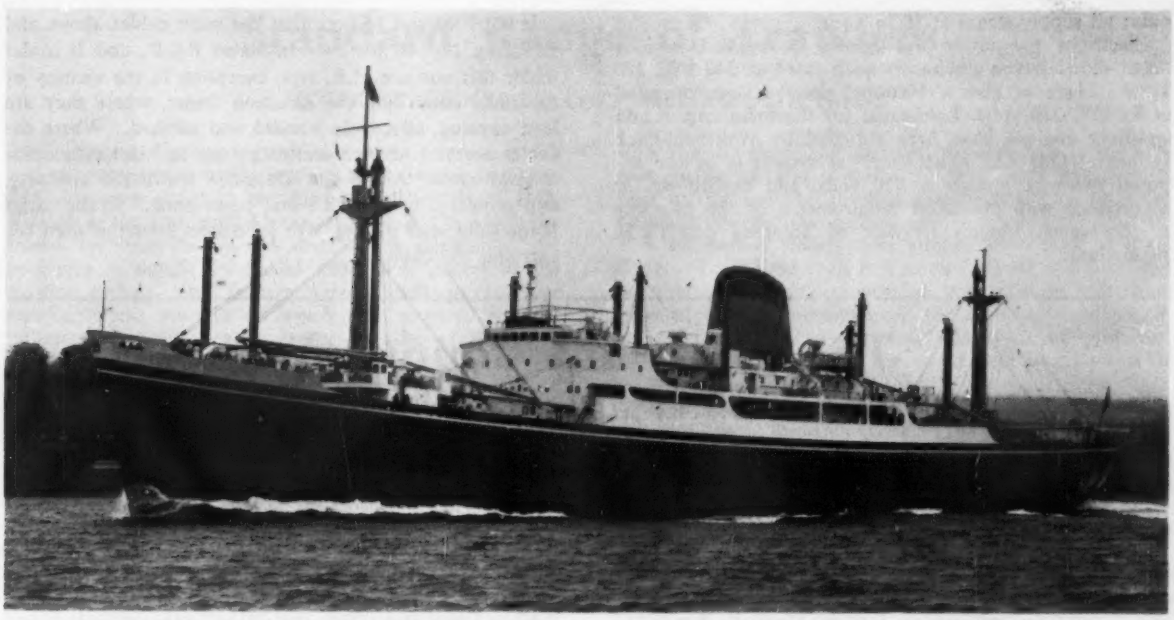


Cargo Liner "Icenic"

REFRIGERATED SHIP FOR THE SHAW SAVILL LINE

A NEW refrigerated cargo liner sailed from London on January 12 on her maiden voyage to New Zealand. This vessel, the *Icenic*, 11,237 grt, has been built by Harland & Wolff Ltd, Belfast, for Shaw Savill & Albion Co Ltd. In her holds she carries a variety of goods including cement, wines from France, machinery and wire, and over 1,150 empty drums which will be used for the carriage of tallow on the homeward journey. Also on board are over 2,000 motor cars, dismantled and packed ready for assembly in New Zealand, as well as a number of uncrated cars.

The *Icenic* is a sister ship to the *Ionic* (*SW*, 8.4.59), and is powered by the same type of oil engine giving her a service speed of 17 knots. Four of the six holds have been arranged for the carriage of refrigerated and chilled cargo.

The principal particulars of the *Icenic* are as follows:

Length o.a.	512ft
Length b.p.	481ft
Breadth, moulded	70ft
Depth, moulded to shelter deck ...	41ft 6in
Draught	31ft 10in
Gross tonnage	11,237 tons
Net tonnage	6,349 tons
Machinery output	11,300 shp
Service speed	17 knots

The *Icenic* has been constructed with three complete decks; a lower deck in Nos 1 and 2 holds, a tunnel deck aft of the machinery space, forecastle, long bridge, boat and navigating bridge decks. There are six main cargo holds, three forward and three aft of the machinery space with corresponding tweendecks. Frozen cargo can be carried in Nos 2, 3, 4 and 5 holds, Nos 2 and 3 lower tweendeck, No 4 and 5 main tweendecks, No 5 upper tweendecks and the centre compartment in Nos 2 and 3 main tweendecks and in Nos 3 and 4 upper tweendecks. The wing compartments in Nos 2 and 3 main tweendecks and in Nos 2, 3 and 4 upper tweendecks have been arranged for the carriage of chilled meat. Nos 1 and 6 holds and corresponding tweendecks, together with the centre compartment in No 2 upper tweendeck and the bridge and forecastle, are used for the carriage of general cargo.

Cargo is handled by one 50-tons, one 25-tons, four 12-tons, two 7-tons, six 5-tons and ten 3-tons electric cargo winches, each winch being operated by remote control. The holds and tweendecks are served by large cargo hatches, those on the weather deck being fitted with MacGregor patent steel single-pull covers. A mechanically-assisted system of ventilation has been fitted to the holds and tweendecks for the preservation of the cargo.

The accommodation is amidships with the captain's rooms, wheelhouse and chartroom in a deckhouse on the navigating bridge; the officers' and engineers' accommodation, including their smokeroom and lounge, in deckhouses on the boat deck; and the dining saloon, galley etc and PO's, stewards, seamen and greasers with their messes and recreation rooms in a deckhouse on the bridge deck. Incombustible linings and bulkheads of Marinite faced with Decorplast have been fitted throughout the accommodation.

Unlike her sister ship *Ionic*, which has four lifeboats, the *Icenic* has only two boats: both are of fibreglass and fitted with motors for propulsion. They are twice as large as those carried on the *Ionic* and each holds 85 persons.

Propelling Machinery

The propelling machinery consists of a single-acting Harland & Wolff-B & W eight-cylinder two-stroke oil engine of the builders' latest opposed-piston design. The designed output of the engine is 13,300 shp, but for a service speed of 17 knots the rating is 11,300 shp at 110 rpm. The bore of the main cylinders is 750mm and the combined stroke 2,000mm. There are three boilers, one of which is a silencer boiler taking all the exhaust gases from the main engine. The other two boilers are oil-fired

only; all supply steam at 80 lb/sq in.

Electricity for power and lighting is supplied by four Allen diesel-driven generators each rated at 340 kW, 220 volts. There is also a National diesel-driven set rated at 75 kW, 220 volts. Lubricants for the main engine and auxiliary engines have been supplied by Wakefield-Dick Industrial Oils Ltd. The electrical system is of the exposed two-wire system at 220 volts, and carried out in accordance with the latest requirements of the Ministry of Transport, Lloyd's Register of Shipping and I.E.E. regulations.

It is of interest to note that the main cables above and including 19/044 are butyl-insulated P.C.P., and B cables under this size are H.R. type excepting in the vicinity of the radio room and the direction finder, where they are lead covered, effectively bonded and earthed. Where the cables are carried over decks they are laid in cleats inside a solid metal trough run alongside the hatch coaming, and protected by a solid metal cover plate. In the cargo holds solid steel plating with solid steel covers is used for carrying the cables.

The "Gypsum Countess"

FRENCH-BUILT SELF-UNLOADING VESSEL

A SHIP built specially for the carriage of gypsum has been delivered to the Panama Gypsum Company Inc, a branch of the U.S. Gypsum Company, one of the largest producers of certain building materials in the United States. This vessel, the *Gypsum Countess*, 10,677 dwt, has been built at the Le Trait shipyard of the Ateliers & Chantiers de la Seine Maritime, and is similar in size and construction to the *Gypsum Empress*, built by Deutsche Werft AG in 1956 (*SW*, 5.12.56). The ship is equipped with a self-unloading system and is powered by a set of double-reduction geared steam turbines.

The principal particulars of the *Gypsum Countess* are as follows:—

Length o.a.	445ft 10in
Length b.p.	423ft 1½in
Breadth, moulded	64ft 2in
Depth to upper deck	30ft 4in
Draught	24ft 11in
Deadweight	10,677 tons
Gross tonnage	6,615 tons
Net tonnage	3,904 tons
Machinery output	3,300 shp
Service speed	13 knots

The *Gypsum Countess* has been built on the longitudinal system of framing, except in the peak tanks and double bottom aft, and is of single-deck design with trunk top, raised forecastle and poop deck. There are three large holds and the bridge superstructure is erected on the forecastle. The propelling machinery is aft.

A self-unloading system comprising two longitudinal conveyor belts is arranged in the bottom of the holds, with an athwartships belt in way of the engine room at main deck level. There is also a portable belt conveyor on the boat deck which can be fitted when required, making the vessel independent of shore-based facilities.

Each longitudinal belt can unload gypsum at the rate of 450 gross tons per hour; the athwartships belt being capable of handling 900 tons per hour. There are 140 hand-operated loading gates in the holds, which have a capacity of about 299,960 cu ft. The unloading equipment is of Hewitt Robins manufacture.

Accommodation

Accommodation is arranged for a crew of 42, some forward in the small bridge structure on the forecastle and the remainder aft. The captain's office and bedroom, the pilot's cabin, the radio room and the gyro room are on the upper bridge deck; and on the forecastle deck there are cabins for the superintendent, chief officer, 2nd and 3rd officers and the radio operator.

On the poop deck there is accommodation for six persons which includes the chief engineer, 1st, 2nd, 3rd and 4th engineers and the chief steward. The officers' messroom, lounge and the crew's messroom are also on this deck. On the main deck the firemen, greasers, cooks, mess boys, pumpmen, boatswains, sailors and maintenance crew are housed. Forward on this deck there are the hospital, laundry and crew's recreation rooms. On the boat deck there is the owner's suite which will accommodate four persons.

Marinite faced with Formica plastic has been fitted throughout the accommodation which has been equipped with a high-pressure air conditioning system of Carrier design. The system comprises Shipmaster units, each of which contains a heating unit, for distributing the conditioned air throughout the vessel. There are two Freon compressors for the forward accommodation and two aft.

(*Continued on page 159*)

The "Gypsum Countess" at the time of launching most of the construction work was complete

Standard Range of Trawlers

ECONOMY DESIGN BY TWO ABERDEEN SHIPYARDS

THE PROBLEM of producing fishing trawlers at prices which will be attractive in world markets is one which has been receiving close study at the Aberdeen shipyards of Hall, Russell & Co Ltd, and Alexander Hall & Co Ltd. The reason for these studies was that for the shipbuilder, the problems of design are linked with the problems of the trawler owners who require vessels built to suit the specific fishing grounds on which they operate; the type of machinery which they prefer because of staff and maintenance considerations, and the general layout on deck including, of course, the type of trawl winch and the arrangement of the fish hold.

After considerable research at William Denny's tank at Dumbarton, the Hall-Economy transom stern hull form was produced and has been used for several standard sizes of vessel, thus enabling the builders to prepare standard drawings, scrieve boards, templates and patterns, etc. It is considered that the results obtained from the transom stern hull form are much better than those obtained from the conventional cruiser stern form.

The various types of trawler were developed to meet the requirements of a number of owners, and the builders are now in a position to offer seven sizes of vessel which can be tailored to each customer's requirements but which embody many standard items throughout the range. Extensive trials were also carried out at the N.P.L. with the larger sizes of trawler incorporating normal hull forms with transom stern, and also bulbous bow hull forms with transom sterns, and it was only after these experiments were carried out that the best hull form for use with the standard designs was decided upon.

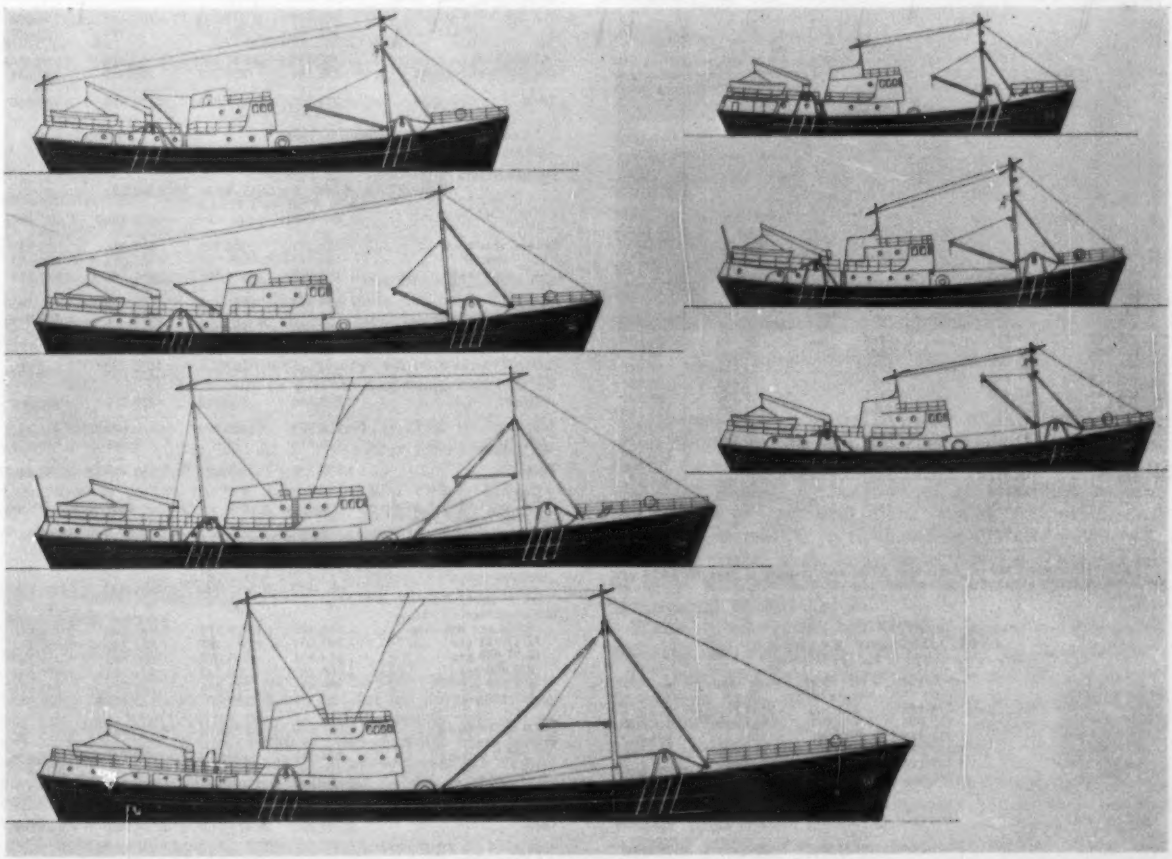
A number of vessels have already been built to these designs. Taking the 117ft hull as an example, it has proved possible to develop one size of hull form to suit three types of propulsion machinery, two types of trawl winch, two methods of carrying fish, two types of propeller, three methods of driving the winch and two layouts of deck for fishing.

With variable-pitch propeller installations, advantage can be taken of the pitch variation for achieving maximum speed in the free-running condition coupled with maximum towing pull when trawling. This arrangement also permits the main engine to run at constant revolutions thereby enabling the trawl winch generator to be

(*Continued on page 163*)

Particulars of the Standard Trawlers

Length o.a. ft in	Length regd. ft in	Breadth ft in	Depth ft in	Approx. fish hold cap. (cu ft)	Approx. main engine power (bhp)	Speed (knots)
96 0	87 0	21 6	10 3	3,800	500	10½
110 0	101 0	23 0	11 0	5,000	500	11
117 0	108 6	23 9	12 0	6,300	620	11½
128 0	115 9	26 0	13 3	8,000	800	12
153 0	139 9	28 0	14 0	10,800	1,020	13
182 6	170 0	31 6	16 6	16,500	1,330	13½
230 0	219 6	38 6	18 6	25,000	2,000	15



The series of seven standard trawlers designed at the Aberdeen shipyards of Hall, Russell & Co Ltd, and Alexander Hall & Co Ltd

Analysis of British Tonnage

UNITED KINGDOM MERCHANT SHIPS IN PRIVATE OWNERSHIP

THE accompanying tables provide a detailed statistical analysis of the merchant ships of 500 grt and over in private ownership on the United Kingdom and Colonial registers. The tables break down the fleet into its main constituent parts and further subdivide some of the groups into age and size categories. Full details of the definitions according to which these tables have been compiled are given below. They exclude Canadian-owned tonnage permanently transferred to U.K. registry, which at 30 November 1960 amounted to 264,000 grt.

The merchant fleet covered by these statistics at 1 January 1961 totalled 20,473,330 grt, an increase of 54,327 grt in the last quarter of 1960. The total tonnage increased by 662,953 grt during the year 1960, of which the greater part (552,460 grt) consisted of dry-cargo vessels. New ocean-going tonnage entering service during the year amounted to a provisional total of 1,374,608 grt, of which 586,312 grt consisted of tankers.

Ocean-going liner tonnage increased by 64,462 grt during the last quarter, but by only 50,866 grt over the year as a whole. Passenger liners of over 30,000 grt increased by 41,923 grt (the *Oriana*) during the quarter, bringing the total of the largest ships to 314,311 grt; but tonnage in the 20,000/29,999 grt range declined by 48,146 grt. Tonnage of 10,000/14,999 grt increased by 24,699 grt, and ships of 6,000/9,999 grt by 58,137 grt. New ocean-going liners entering service during the year totalled 401,057 grt, of which 124,024 grt were delivered during the last quarter. Prewar and warbuilt tonnage disposed of totalled 210,409 grt, of which 128,017 grt was war-built.

The ocean-going dry-cargo tramp fleet increased by 514,323 grt during 1960 (of which 79,106 grt came in the last quarter). New tramps delivered during the year totalled 387,239 grt (69,481 in the last quarter); and the tramp tonnage of ships 20 years old or more increased by 98,163 grt. Tramps of 7,000 grt and over increased by 463,817 grt during the year (58,585 grt in the last quarter). This total includes 132,721 grt of ore carriers, bringing the total fleet of these specialised vessels up to 592,668 grt.

The coastal and short-sea fleet declined over the year

TABLE I
BRITISH MERCHANT SHIPS IN PRIVATE OWNERSHIP*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 July 1960 grt	1 Jan. 1961 grt
Non-tankers:				
Ocean-going liners ...	8,571,914	8,557,646	8,485,934	8,608,512
Ocean-going tramps ...	2,365,918	3,314,576	3,607,714	3,828,899
Short-sea and coastal ...	1,605,496	1,448,390	1,440,589	1,447,661
	13,543,328	13,332,612	13,534,237	13,885,072
Tankers	5,729,727	6,477,765	6,734,468	6,588,258
Total	19,273,055	19,810,377	20,268,705	20,473,330

* Vessels of 500 grt and over in private ownership and on the United Kingdom or Colonial register, according to records available and information received by THE SHIPPING WORLD up to dates specified. Tonnage managed by shipowners on behalf of the Ministry of Transport, or managed on behalf of Canadian owners (but registered in the U.K.), is not included.

TABLE II
AGE OF OCEAN-GOING LINERS AND TRAMPS*

LINERS			TRAMPS	
1 Jan. 1961 grt	1 July 1960 grt	Year of Build	1 July 1960 grt	1 Jan. 1961 grt
1,659,193	1,706,867	1941 and earlier	532,577	532,231
215,456	222,567	1942	218,936	206,559
311,696	340,373	1943	272,703	287,299
477,444	483,979	1944	212,633	217,466
343,879	336,185	1945	135,977	150,752
422,702	422,702	1946	66,053	66,053
477,271	471,933	1947	33,397	33,397
549,799	549,815	1948	24,169	24,169
500,802	504,252	1949	49,841	49,841
471,157	452,559	1950	22,056	77,571
308,912	301,140	1951	77,825	28,806
343,444	343,458	1952	59,308	69,509
173,807	176,509	1953	133,177	127,168
345,507	345,532	1954	124,842	124,842
299,556	299,514	1955	126,508	123,470
362,241	362,241	1956	203,691	214,554
382,925	382,884	1957	308,277	310,685
316,121	316,121	1958	453,688	455,997
320,993	322,668	1959	344,020	341,291
401,057	144,635	1960	208,036	387,239
8,608,512	8,485,934		3,607,714	3,828,899

* Excluding cross-Channel passenger ships and coastal colliers of 3,000 grt and over, which are included in Tables III and V.

TABLE III
LINER TONNAGE BY SIZE
Dry cargo vessels of 500 grt and over*

Size	1 Jan. 1959 grt	1 Jan. 1960 grt	1 July 1960 grt	1 Jan. 1961 grt
Ocean-going:				
30,000 grt and over ...	234,748	234,748	234,748	314,311
20/29,999 grt	922,809	943,391	963,828	916,015
15/19,999 grt	252,810	252,697	252,665	252,662
10/14,999 grt	1,391,343	1,396,433	1,379,982	1,393,335
6/9,999 grt	4,809,238	4,751,820	4,672,354	4,747,892
3/5,999 grt	960,966	978,557	982,357	984,297
Total ocean-going	8,571,914	8,557,646	8,485,934	8,608,512
Coastal, etc.	604,953	585,149	584,725	581,254
Total	9,176,867	9,142,795	9,070,659	9,189,766

* This table does not include colliers as shown separately in Table V, or tankers.

TABLE IV
TRAMP TONNAGE BY SIZE
Dry cargo vessels of 500 grt and over*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 July 1960 grt	1 Jan. 1961 grt
Ocean-going:				
7,000 grt and over ...	1,645,307	1,768,813	2,017,465	2,232,630
6/6,999 grt	625,906	590,624	623,418	623,718
5/5,999 grt	775,380	696,346	695,190	679,352
4/4,999 grt	198,632	175,357	188,409	198,150
3/3,999 grt	120,693	83,436	82,232	95,049
Total ocean-going	3,365,918	3,314,576	3,607,714	3,828,899
*Coastal, etc:				
1,500/2,999 grt	176,219	147,341	128,157	130,830
500/1,499 grt	244,920	221,663	221,599	226,470
Total U.K.	3,787,057	3,683,580	3,957,470	4,186,199
On Colonial register ...	258,144	208,313	220,210	222,669
Total	4,045,201	3,891,893	4,177,680	4,408,868

* Excluding colliers as shown in Table V.

TABLE V
COASTAL AND SHORT-SEA TRADERS
Ships of 500 to 2,999 grt*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 July 1960 grt	1 Jan. 1961 grt
Liners, short-sea	221,832	208,990	209,486	205,289
,, coastal	189,513	181,593	180,093	178,600
,, passenger	193,608	194,566	195,146	197,365
	604,953	585,149	584,725	581,254
Tramps, short-sea ...	176,219	147,341	128,157	130,830
U.K. coastal ...	244,920	221,663	221,599	226,470
Colliers	321,260	297,924	285,898	286,438
	1,347,352	1,252,077	1,220,379	1,224,992
On Colonial register (dry cargo)	258,144	208,313	220,210	222,669
	1,605,496	1,460,390	1,440,589	1,447,661
Tankers	126,956	139,602	139,846	140,624
Total	1,732,452	1,599,992	1,580,435	1,588,285

* Cross-Channel passenger ships and coastal colliers of over 3,000 grt are included in this table.

TABLE VI
TANKER TONNAGE BY SIZE
Ships of 500 grt and over*

	1 Jan. 1959 grt	1 Jan. 1960 grt	1 July 1960 grt	1 Jan. 1961 grt
Ocean-going:				
18,000 grt and over ...	1,070,389	1,709,979	1,941,549	2,073,416
12/17,999 grt	1,248,604	1,583,467	1,663,740	1,750,827
10/11,999 grt	1,564,932	1,555,070	1,600,565	1,386,387
8/9,999 grt	1,280,783	1,080,143	954,132	836,446
6/7,999 grt	309,448	277,046	276,375	242,526
3/5,999 grt	83,530	87,373	113,176	128,250
Total ocean-going	5,557,686	6,293,078	6,549,537	6,417,852
Coastal, etc.:				
500/2,999 grt	126,956	139,602	139,846	140,624
	5,684,642	6,432,680	6,689,383	6,558,476
Whaling factory ships ...	45,085	45,085	45,085	29,782
Total	5,729,727	6,477,765	6,734,468	6,588,258

* This table does not include tankers used as store ships, and excludes Royal Fleet Auxiliary tankers.

TABLE VII

OCEAN-GOING TANKER TONNAGE IN AGE-GROUPS

Ships of 3,000 grt and over*

Year of Build	1 Jan. 1959 grt	1 Jan. 1960 grt	1 July 1960 grt	1 Jan. 1961 grt
1941 and earlier	9,308	318,411	293,947	240,332
1942	123,179	88,485	70,529	44,102
1943	200,733	136,155	103,751	98,941
1944	386,969	309,234	276,253	150,610
1945	391,522	379,956	341,119	207,148
1946	178,436	183,993	178,490	166,432
1947	77,854	67,897	78,770	66,137
1948	129,938	129,938	135,677	123,410
1949	183,580	279,025	289,525	248,030
1950	275,607	275,607	275,607	269,131
1951	260,133	260,133	260,133	260,133
1952	383,153	399,280	399,280	411,801
1953	478,980	461,593	449,092	477,986
1954	494,729	494,729	494,729	515,445
1955	367,669	367,680	367,680	356,969
1956	235,278	235,278	235,278	235,278
1957	453,988	453,988	453,988	475,391
1958	526,630	615,966	603,443	635,303
1959	—	835,730	848,691	848,691
1960	—	—	393,285	586,312
Total	5,557,686	6,293,078	6,549,537	6,417,852

* This table excludes whaling factory ships, coastal tankers, tankers used as store ships, and Royal Fleet Auxiliary tankers.

by a total of 11,707 grt, although in the last quarter it actually increased by 10,122 grt. The last quarter's additions included 4,270 grt of tramps, 3,108 grt of tankers, 2,811 grt on Colonial registry, 2,225 grt of passenger ships and 1,968 grt of colliers, as well as a decrease of 4,260 grt in coastal liners.

Substantial scrapping of tankers reduced the rate of growth of the ocean-going tanker fleet, which increased by only 124,774 grt during 1960, despite the fact that 586,312 grt of new tankers came into service (96,027 grt during the last quarter). Of tankers built in 1944 and 1945, a total of 331,432 grt was disposed of during the year (213,465 grt during the last quarter). Tankers of 18,000 grt and over exceed 2,000,000 tons for the first time, having now reached a total of 2,073,416 grt, with an addition of 363,437 grt during the year. Tankers of 8,000/11,999 grt declined by 581,603 grt during the year.

Definitions

To assess properly the values shown in the accompanying tables, it is necessary to note the following definitions and limitations which have been observed:—

1. *Tonnage Excluded:*

(a) Ships of less than 500 grt.

(b) Ships registered in the Commonwealth, e.g., Canada, South Africa, Australia, New Zealand, India, Pakistan, Ceylon, Burma and the Irish Republic (except for Irish sea passenger vessels owned in the UK).

(c) Foreign and Commonwealth tonnage on bareboat charter to the Ministry of Transport or private owners in the UK or Colonies.

(d) Canadian-owned vessels registered in UK ports and managed by UK companies. At 30 November 1960 tonnage so excluded amounted to 264,000 grt.

(e) Vessels owned by the Admiralty, War Office, Ministry of Transport, or any Government Department, whether managed by private owners or not. (Vessels owned by the nationalised industries are included.)

(f) Tankers used as storage or depot ships, fishing vessels, tugs, dredgers, cable ships, Trinity House vessels and other non-trading vessels.

2. *Size Categories:*

(a) The distinction between ocean-going and coastal or short-sea types cannot be strictly defined, but for the purpose of this analysis size has been chosen as the governing factor. An arbitrary, and in some cases ruthless, borderline has been drawn at the level of 3,000 grt. Ships of 3,000 grt and over are classed as ocean-going, except that cross-channel passenger ships and coastal colliers, irrespective of size, are included in the short-sea and coastal category.

(b) In Table V, short-sea tonnage comprises ships of between 1,500 and 2,999 grt, while ships of between 500 and 1,499 grt are described as coastal. Passenger ships, colliers and dry-cargo vessels normally employed in coastal waters other than home waters are shown separately.

3. *Employment Categories:*

(a) Liner tonnage comprises passenger and dry-cargo ships operated by established liner companies on regular advertised schedules.

(b) Tramp tonnage comprises dry-cargo ships operated by companies which are normally engaged in general trading, irrespective of the fact that certain ships may be employed from time to time, or even regularly, on liner berths.

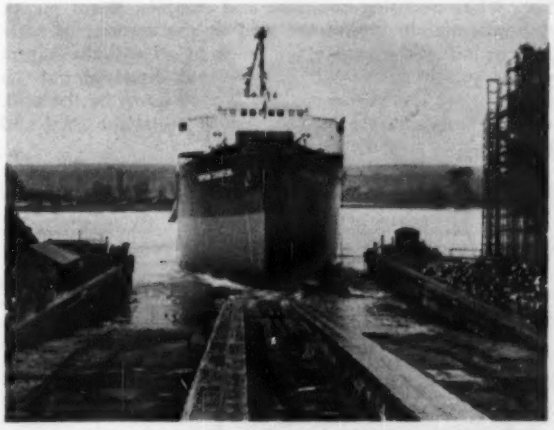
(c) With tankers no distinction has been made between tramp ships and the fleets of the regular tanker companies. Whaling factory ships are shown separately in Table VI.

The main source of information is, of course, *Lloyd's Register of Shipping*, but every source of information available is used to keep the statistics up to date. Tonnage alterations are taken into consideration as they are reported, as well as changes of ownership or transfer of employment.

THE "GYPSUM COUNTESS"

(Continued from page 156)

The *Gypsum Countess* is powered by a cross-compound double-reduction geared steam turbine supplied by the International General Electric Company. This unit develops 3,000 bhp at a propeller speed of 90 rpm, and is capable of a continuous output of 3,300 bhp. Steam



The "Gypsum Countess" entering the water

is generated in two Foster Wheeler oil-fired boilers built under licence by the shipbuilders. These boilers are designed for a working pressure of about 455 lb/sq in, a maximum rate of evaporation of 16 tons/hour and an efficiency of 87 per cent. The heating surface of each boiler is about 3,700 sq ft, including the side walls. The working pressure at the superheater outlet is about 455 lb/sq in at a temperature of 750 deg F and a feed water temperature of 240 deg F.

Electricity for power and lighting is obtained from two generator sets supplied by the International General Electric Company. Each generator has an output of 250 kW, the supply being 440 volts AC. The prime movers are steam turbines.

A MARITIME EXHIBITION with the title "Shipping 61" is to be held at Helsingborg, Sweden, from August 11 to August 27 this year. It will be opened by Prince Bertil of Sweden following an inspection of the new South Harbour at Helsingborg. Foreign exhibitors include a Japanese shipyard.

The Acidising of Steam Machinery

PROTECTION DURING CONSTRUCTION AND ERECTION

SPECIAL precautions should always be taken to exclude harmful foreign matter which may accumulate during the construction and erection of new shipboard equipment. With steam machinery any loose hard metallic substance, dirt and foreign matter that invariably collects during this period may damage valve seats and the main turbine blading, and, in the case of watertube boilers, may choke a tube, with the result that there is a burnout. This damage can be prevented by acid pickling, and such a method has been carried out, *in situ*, at the Govan yard of the Fairfield Shipbuilding & Engineering Co Ltd, by the Atlas Preservative Co Ltd, Erith, Kent, who sent their own staff and equipment to carry out the work. The work was done in connection with the machinery installation in the tanker *Shell Naiguata*, 32,500 dwt, before she was delivered to Cia. Shell de Venezuela.

Acid pickling is nothing new and has been done for a number of years; it is the standard preparatory process before galvanising steel. Plates and vessels to be acid pickled are immersed in a bath of hydrochloric (muriatic) acid, the length of time of immersion being governed by the amount of scale present. So long as the items or plates being dealt with are of a simple structure, it is possible to rely on the immersion period being just right and omit an inhibitor, though this is a dangerous practice. When acidising complete and complex steam plants, it is essential to inhibit the acid as the amount of scale present will vary from place to place, as will the nature of the parent metal. Mill scale is not dissolved but the adherence to the parent metal is broken down by the acid. A most satisfactory inhibited acid to use is the tried and proven Atlas Condenflu.

It is possible to acidise the various pipes, etc, of a system before installation, but this is not advisable as it is costly and not entirely foolproof. It is preferable to circulate the system after it has been installed with Atlas Condenflu. This method, as well as being quicker and cheaper, has the added advantage of removing any accumulation of dirt and rust which has occurred during erection of the pipes and units etc.

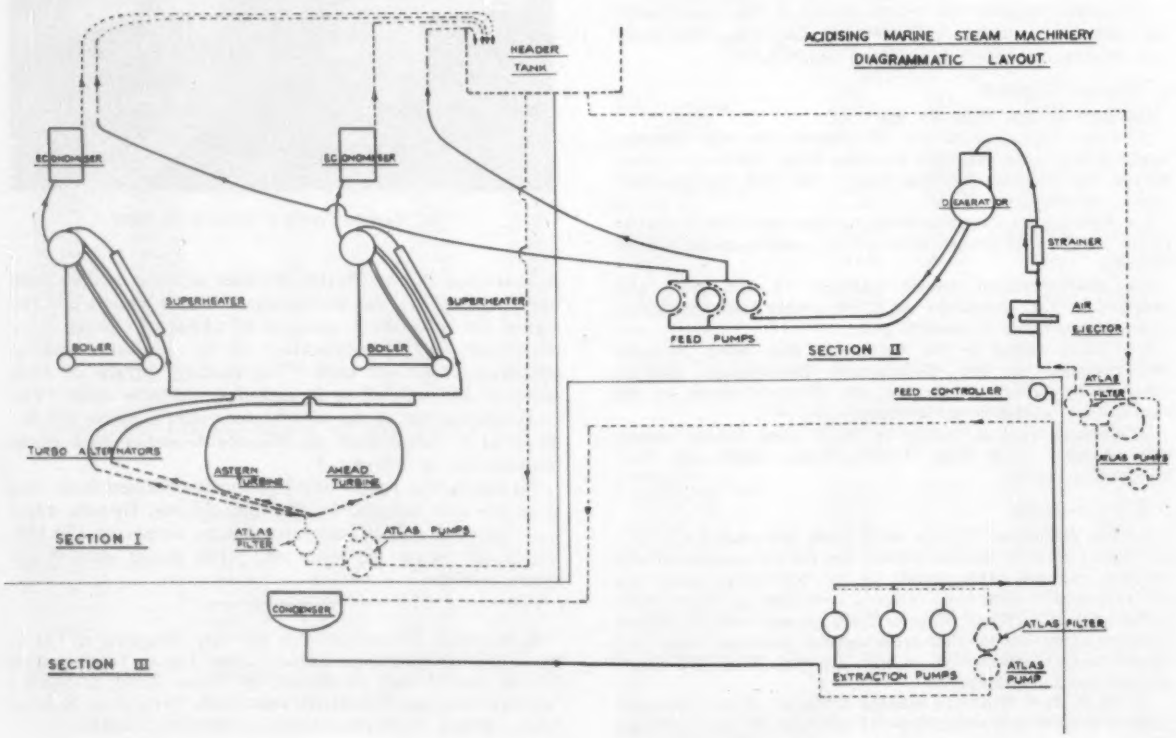
It is not practical to lay down hard and fast rules as to how machinery systems should be acidised, and what follow are general principles. Atlas operators are highly skilled personnel fully trained in the company's methods and supervised by qualified engineers.

Details of Treatment

As an example a simplified version of a ship's steam machinery installation has been taken. Referring to the diagrammatic sketch, the layout comprises two boilers with their superheaters and economisers supplying ahead and astern turbines and two turbo-alternators. The boilers are fed from the condenser by the extraction and main feed pumps. For treatment the system is divided into three sections. The acidising can be carried out in each section simultaneously or step by step depending on the engine installers programme and requirements.

Section I comprises the economisers, the boilers, the superheaters and the steam lines to the ahead and astern turbines and the turbo-alternators. Section II comprises the feed lines from just after the feed controller up to the discharge into the economiser, by-passing—using temporary or existing connections—the air ejector, feed water strainer, the deaerator and the feed pumps. Section III consists of the condenser and the extraction pump, suction and discharge lines up to the feed controller and by-passing the extraction pumps.

A header tank is sited in the open on a deck above the



highest point in the system. Frequently the most convenient position is on the boat deck close to the funnel. Temporary leads are rigged from this header tank to the pump suctions of Sections I and II and from the pump suctions through filters to the various points in the systems. The returns from the economisers in Section I and the feed pump discharges in Section II are led back to the header tank. Section III is a small self-contained system, the condenser being filled initially by gravity from the header tank.

The pumps of Sections I and II are fitted in pairs in parallel, one being of larger capacity than the other and the former is used when flushing and neutralising the system. The discharge from the pumps passes through a coarse filter fitted with magnetic elements, which effectively removes both the rust and loose scale in suspension as well as any dirt from the circulating Atlas Condenflu.

Cycle of Operations

The cycle of operations is the same whether the system is acidised section by section or the work carried out simultaneously on all sections. Whichever method is employed it is imperative that the erection of all the units and pipes within the system is complete. Blank flanges incorporating a stub pipe and shut off valve are fitted to all points where the temporary hose connections are to be coupled to the system. When the temporary connections are complete, the section of the system is filled with water through a water meter to check the calculated capacity. Once the system is completely filled the water is circulated to check the tightness of all joints etc. When this has been satisfactorily completed, a proportion of the water is removed and Atlas Condenflu substituted.

The diluted Atlas Condenflu is pumped round the section for six hours and with the exception of Section III the temperature raised to 140 deg F.

At the end of six hours, the discharge hose is disconnected from the header tank and water is pumped through the system to flush overboard all the Atlas Condenflu as well as any loose millscale or rust which has not been trapped in the filter. The flushing process is continued until clean clear acid-free water is discharged continuously from the system.

Use of Rust Inhibitor

As is well known, any ferrous metal that is acid cleaned and neutralised, soon develops surface rust. This partly nullifies the previous work. Much thought and research has been given by Atlas chemists to overcome this weakness; the Atlas neutraliser and rust inhibitor finally circulated through the system definitely prevents any rusting occurring during the period between acidising and raising steam.

The Atlas Preservative Co Ltd will provide all the necessary pumps, flexible hoses, filters and header tanks required to carry out their acidising process. Their skilled operators supervised by a fully qualified engineer will be responsible for the general procedure of acidising, flushing, neutralising and rust inhibiting.

Hotels & Restaurants in Great Britain and Ireland (the official guide of the British Hotels & Restaurants Association) price 3s 6d contains particulars of hotels, licensed and unlicensed, and licensed restaurants which are members of the Association, in Great Britain, Ireland and certain Commonwealth countries. The main section of the guide is composed of an illustration of each establishment, with a description of its size, situation, amenities offered and full tariffs. The guide also includes maps. Restaurants are listed separately under the various towns.

DRYING OF ELECTRIC CABLES

Equipment Marketed by A.E.I.

TRANSPORTABLE electrical equipment for the *in situ* detection of faulty insulation in electrical cables and removal of moisture causing such a failure is now available from the Marine Department of A.E.I. Telecommunications Division. Known as E.A.F. equipment, it can assist the routine maintenance of ship's electrical plant, where the ingress of moisture can be a major source of trouble. E.A.F. Equipment is made in Norway by Marinens Hovedverft, Horten. A.E.I. Marine Department has sole marketing rights all over the world with the exception of Norway, Sweden, Denmark, Finland, France, Holland, Germany and the Soviet Union.

The equipment is essentially a low potential source of supply of drying current which is passed through the circuit whose insulation has been found faulty. The unit is fitted with a voltmeter and ammeter, to indicate the voltage applied and the current flowing during the drying-out process; a megohmmeter on which the insulation resistance can be continuously monitored; a resistance thermometer which indicates the temperature of the conductor during drying; and a thermostat which controls the drying temperature so that overheating of the conductor and insulation is avoided.

The E.A.F. equipment operates from 220 volts 50-60 cycles AC. A converter is required for ships with DC mains. A maximum output of 2kVA is available.

To dry out a faulty cable the remote end is first short-circuited. Where there are more than two cores, it may be enough to use only two to carry the drying current. A multicore cable can be completely short-circuited at the remote end and the cores separated into two groups at the other end and connected to the E.A.F. equipment as a two-conductor cable.

The E.A.F. electrical drying unit

As the temperature of the cable rises, any moisture present moves towards the ends of the cable. Here the concentration rises rapidly, but because the supply voltage is low there is no flashover. As the temperature of the cable rises above the ambient level, the moisture is rapidly evaporated. Drying out of cable with the E.A.F. equipment usually takes very little time. Further penetration of moisture may then be avoided by finishing the cable ends with insulating varnish and tape.

Testing and drying-out of motors can be done by testing through the supply circuit or by connecting directly into the terminal board of the motor. The heating of the motor in this case is largely achieved by utilising the iron losses. With E.A.F. equipment aboard, a ship's electrician can work out his own routine for testing the electrical installation.

E.A.F. equipment has already proved itself in many marine applications, one of them the drying-out of a complete floating dock electrical installation that had been wholly submerged. It is anticipated that the Admiralty will shortly employ E.A.F. equipment in a number of home and overseas dockyards.

NEWS FROM OVERSEAS

From The Shipping World's Own Correspondents

Increased American Shipping Subsidy

A BUDGET of $307,088,000 for merchant marine programmes in the financial year ending 30 June 1962 was proposed to Congress by President Eisenhower as he vacated office. While this is $11,254,100 more than last year's maritime budget, it represents a sharp reduction in funds for assisting new construction: only $98 mn being recommended for this purpose as against $120.3 mn for 1960/61. This would permit only 14 cargo vessels to be ordered against the 25 which Admiral Wilson, the Maritime Administrator, has asserted to be the annual minimum requirements if massive fleet obsolescence is to be averted. Funds for payment of operating-differential subsidy are, on the other hand, raised to $182 mn as against last year's $150 mn, to permit a maximum of 2,400 subsidised voyages. The ex-President recommended increased allocations for research and development ($5,900,000) and maritime agency salaries and expenses ($15,600,000), and a substantial continuation of the present outlay for maritime education ($4,488,000). No funds were requested of Congress for the two superliners which it authorised several years ago.

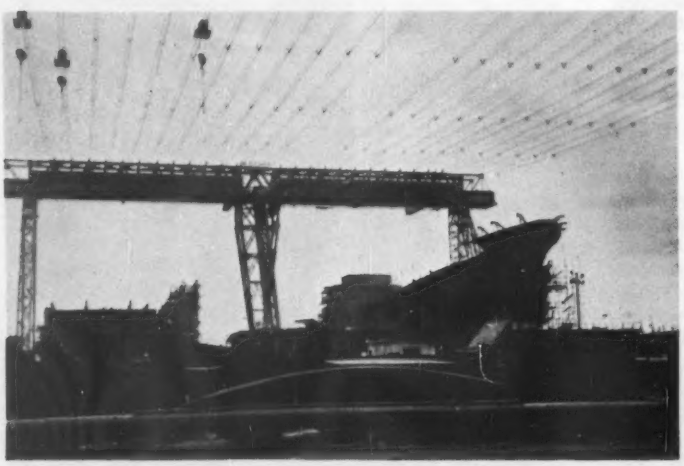
While the shipping and shipbuilding industries were disappointed at the size of the proposed ship construction budget, it was widely hoped that President Kennedy, who is expected to make considerable revisions in the Republican budget, would increase this fund.

In the meantime there is news of two substantial new construction programmes. The board chairman of the American-Hawaiian Steamship Co., Mr. Samuel H. Moerman, has disclosed that bids for the construction of three 20,000-tons container ships to revive the line's suspended intercoastal service will be opened next week. The ships, which have a service speed of 24 knots and carry 1,000 containers measuring 30ft by 8ft by 8½ft, are expected to cost over $20 mn apiece. American-Hawaiian, once one of the major intercoastal operators, and now controlled by National Bulk Carriers, Inc, have applied to the Maritime Administration for Federal mortgage insurance on the new vessels. If it is promptly forthcoming, Mr Moerman indicated, the construction contract could be let before the end of March.

The Maritime Administration announced last month that the Quincy (Massachusetts) yard of the Bethlehem Steel Co will build six new dry-cargo vessels for the United States Lines Co. The new ships, with a length of 560ft, a tonnage of 10,714 dwt, and a service speed of 20 knots, are to be used in their owners' service to British and Continental ports. Bethlehem's bid of $9,797,000 per ship included "national defence features."

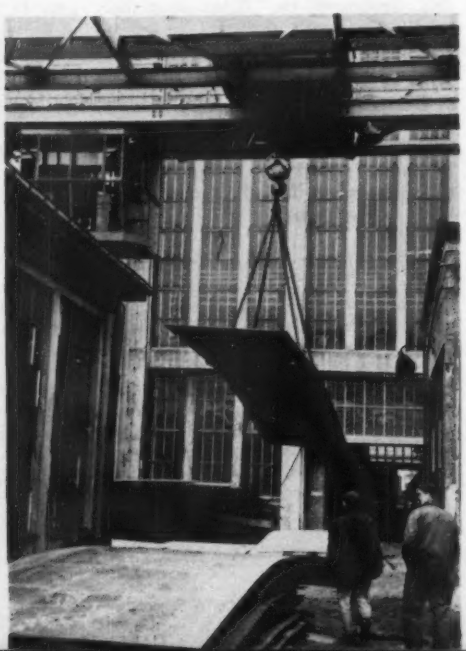
Shipbuilding in Poland

THE Polish Shipping Company in Szczecin—the second largest such company in Poland after the Polish Ocean Lines—has ordered 17 ships from the A. Warski shipyard in Szczecin. These will be open/closed motor tramps of 12,500/14,500 dwt. Deliveries of this 2 milliard zloty order are anticipated as follows: 1962—3 ships, 1963—5, 1964—5, 1965—4 ships. The Szczecin shipyard has undergone vast expansion in the past few years. It has, among others, supplied several ships for the Soviet Union, China, the United Arab Republic and



SHIPBUILDING IN EAST GERMANY

These views show work in progress in the East German shipyard of Warnow-werft, at Rostock. The upper left illustration shows the building berths, with the cableways which are a common feature of German shipyards. Below this is the fitting out quay, and on the right part of the steel stockyard. The vessels shown under construction are all building for Russian account



other countries. It has also supplied general cargo ships of 6,000 dwt and 4,350 dwt for Polish shipping companies. In 1959 construction was started in Szczecin of a new section of the shipyard, called Wulkan. Three general cargo ships of 10,300 dwt each have already been launched from the ways of this section. A second Wulkan berth is planned to go into operation in 1961 and construction will start on the first 12,500/14,500 dwt ship for the Polish Shipping Company in September.

Japanese Shipping Results

AN IMPROVED TONE marked the statements of accounts for the first half of the current fiscal year presented at shareholders' meetings of the leading Japanese shipping companies. While freight rates were said to have remained at a relatively low level in the period under review, an increased volume of trade enabled shipping companies to make a better showing. Most applied all profit towards reducing their depreciation backlog. NYK again led in overall figures.

Individual statements showing, in units of Yen 1 mn, gross receipts, expenditure, pre-depreciation profit, depreciation and net profit, respectively, included the following:

Company	*Gross receipts*	*Expenditure*	*Profit before depreciation*	*Net profit*
N.Y.K.	15,255	12,669	2,586	0
Mitsui Steamship ...	13,913	12,348	1,565	0
O.S.K.	12,317	10,935	1,382	0
Kawasaki Kisen	11,173	10,100	1,073	0
Iino Kaiun	6,972	6,481	491	0
Yamashita S.S.	7,519	5,901	618	417
Nitto Shosen	4,337	3,054	1,283	278
Shinnihon S.S.	4,077	3,675	402	0
Nissan Kisen	2,792	2,451	341	21

(All units are Yen 1 mn)

Additions to Argentine Merchant Navy

A REPORT by J. E. Turner & Co SA states that in the latest Year Book by the Instituto de Estudios de la Marina Mercante Argentina, descriptions and plans are given of the various units which will shortly be added to the Argentine Merchant Navy, as well as complete information regarding the existing fleet. During 1960 two State-owned vessels of a total of 10,860 dwt and seven private-owned of 96,670 dwt were added to the fleets flying the Argentine flag, which brings the present number of ships of 1,000 grt or more and the combined deadweight up to the following figures:

	Ships	*Tons deadweight*
State-owned	149	988,600
Private-owned	67	407,823
Total	216	1,396,423

This year should see a much greater number and tonnage of ships added than those shown for 1960. In March last year a contract was made with a Yugoslav firm for the building of ten ships of 11,000 tons, each costing U.S. $4,500,000, for delivery in 1962. At about that time one of the State fleets acquired for a cheap price a Yugoslav ship which had stranded outside Necochea, and undertook to put her in commission within an estimated period of three months, despite the fact that Lloyd's experts had given the opinion that the work of salvaging and repairing the ship would be too lengthy and costly.

Swedish Owners' Contrasting Views

IN a recent speech Mr William Thorén, manager of the Swedish Orient Line, stressed the improving shipping trend discernible this winter. He foreshadowed a fairly satisfactory market. The Near East traffic of the Swedish Orient Line had increased by about 8 per cent in comparison with 1959. Rates were up about 6.5 per cent, though most of the increase was absorbed by increased operating costs. From the Levant to the Continent the cargoes were still meagre. Empty space had thus amounted to about 5.6 mn cu ft, equivalent to 20 ballast voyages with vessels of the Swedish Orient Line T-type. Competition was being felt from an increased number of tramps trading between ports in the Western Hemisphere and the Mediterranean.

A different view of prospects has been voiced by Mr Gunnar Carlsson, manager of Rederi AB Transatlantik. Writing in the company's magazine, he finds no cause for optimism. A large number of tankers is laid up and the fact that some tankers have been converted into dry-cargo bulk carriers means that this latter market, already suffering from a tonnage surplus, will be still more depressed. Mr. Carlsson is of the opinion that Swedish trade agreements with other countries have not paid due attention to the interests of the Swedish merchant marine. The only way to alter this, writes Mr. Carlsson, is to bring about closer cooperation between the authorities and shipping circles.

In Brief

THE Export-Import Bank of Washington recently announced the authorisation of a $30,000,000 credit to the Liberian American-Swedish Minerals Company for the development of the iron ore deposits in the Nimba Range in Liberia. The known deposits are estimated at more than 200 mn tons of ore with an average iron content of 65 per cent. Operations are scheduled to start in the first half of 1963 at the rate of 5 to 6 mn tons per annum, later to be increased to 10 mn tons. The project includes a 165-miles railway to the port of Buchanan. Under a management agreement the Grängesberg Company is to handle the construction of the plant, the mining operations and the transport of the ore to Buchanan, Bethlehem Steel is to take about one-quarter of the output, while most of the rest has been placed on long-term contracts, principally with German steelworks. Units of the Grängesberg fleet of ore carriers will be available for transporting the ore.

STANDARD RANGE OF TRAWLERS

(Continued from page 157)

driven from the fore end of the main engine. This, of course, eliminates the need for a separate engine to drive the trawl winch generator, thereby saving the cost of maintenance of this engine. While the above has been cited as an example of one size of a standard vessel being adapted to owners' needs, similar combinations can be given with the other sizes of hull.

It should, of course, be noted that the speeds and hold capacities will vary slightly according to the type of machinery chosen. It should also be mentioned that the largest size given above has been specially designed as an all-refrigerated trawler with equipment for the quick freezing of fish when caught. Variations of this model are readily possible with the fish hold arranged to carry part frozen and part fresh fish.

In the case of the all-refrigerated vessel, propulsion would be by diesel-electric machinery, as this is the most economical method of providing the necessary power for deep freezing while trawling, and to give the maximum free-running speed when returning to market. It also allows for a considerable amount of flexibility in cost of operation as the power utilised for free running can be adapted to suit the most economical speed when it is desired to arrive at port at a specific time to suit tidal conditions, etc.

While the builders have developed this range of ships, they are perfectly able to construct custom-built units of any size and power to suit owners' requirements. The main advantage of the standard hull types is, of course, quicker delivery and lower first cost.

NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Traverse Matane Godbout, Canada	1	Pass. vehicle ferry	—	172	—	—	—	—	—	Geo. Brown & Co
British Empire S.N. Co	1	Bulk carrier	12,450	—	—	—	Doxford diesel	6,640	Shipbuilders	Hawthorn Leslie
Cia. de Nav. Golfo Azul S.A., Panama	1	Cargo	15,000	—	—	—	Diesel	—	—	Austin & Pickersgill
Overseas Yards										
U.S.S.R.	4	Fish factories	2,600		1962	14	6-cyl. diesel	3,100	Shipbuilders	Burmeister & Wain
Fred Olsen	1	Ore carrier	15,750 (10,500)	475.67(509.67) × 66.95 × 48.33 (29.25)	—	14.75	Sulzer diesel	6,300	Ch. de l'Atlantique	Ch. Reunis Loire-Normandie
Cie. de Nav. Fraissinet et Gyprien Fahre	1	Refrig. cargo	—	—	—	—	Diesel	—	—	
Cie. de Nav. Fruitiere	1	Refrig. cargo	—	—	—	—	Diesel	—	—	
Torvald Klaveness, Oslo	3	Bulk carriers	16,000	—	1962/3	—	—	—	—	Deutsche Werft
Halle & Petersen, Oslo	1	Bulk carrier	16,000	—	1963	—	—	—	—	
A/S Sverdrup Shipping Co, Oslo	1	Bulk carrier	16,000	—	1964	—	—	—	—	
Norwegian owners	1 (337)	Bulk carrier	17,000	—	—	—	—	—	—	Rheinstahl Nordsewerke
Anders Jahre, Sandefjord	3 (1165/7)	Bulk carriers	15,000	—	1961/2	—	—	—	—	Kieler Howaldtswerke
Texas Co (Norway) A/S, Oslo	2	Tankers	19,800	—	1962	15.75	G.V. diesel	8,750	Shipbuilders	Fredriksstad M.V.

LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Jan. 17	Panultra S.A./ (Phocaean Ship Agency)	*Marietta* (384)	Cargo	13,000 (9,150)	450 × 62 × 38.75(29.2)	14	Diesel	6,300	Gotaverken	Burntisland S.B. Co
Jan. 19	Boston Deep Sea Fisheries	*Princess Elizabeth* (970)	Trawler	(420)	137.2(152.33) × 28 × 14.5	—	Werkspoor diesel	1,050	J. D. Holmes	Cook, Welton & Gemmell
Overseas Yards										
Jan. 14	Ore Carriers of Liberia	*Tyne Ore* (540)	Ore carrier	20,250 (8,200)	518.33 × 75.5 × (29.5)	15	B & W diesel	8,750	Fr. Krupp	Schlieker Werft
Jan. 14	U.S.S.R.	*Dobropolje*	Bulk carrier	9,500 (7,265)	426.5 × 59 × (26.2)	14.25	Diesel	5,400	M.A.N.	Warnow-werft
Jan. 16	Zim Israel Nav. Co	*Shikma* (895)	Cargo	7,200 (5,840)	387.2 × 58.42 × 30 (23.58)	14	Fiat diesel	3,960	Borsig A.G.	H. C. Stulcken Sohn
Jan. 17	Porta Hamburger Reederei	*Steintor* (949)	Cargo	12,400 (9,200)	450 × 62.75 × (30.1)	14.75	Diesel	5,400	M.A.N.	Howaldtswerke
Jan. 21	Black Star Line, Ghana	*Pra River* (311)	Cargo	9,280	409.5 × 60 × 36(27.5)	15	Sulzer diesel	4,500	Shipbuilders	Kon. Mij "De Schelde"

TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Jan. 16	Parbel-Smith	*Admiral Jellicoe*	Trawler	(300)	(130) × 26 × 13.25	—	6-cyl diesel	810	Mirrlees, Bickerton & Day	Hall Russell & Co
Jan. 20	A/S Tanktransport	*Montana* (822)	Tanker	20,000 (13,000)	535(559.25) × 72 × 40.7(31.1)	16 (T)	6-cyl diesel	10,800	Wm. Doxford & Sons	Sir Jas. Laing & Sons
Overseas Yards										
Dec. —	Ore Carriers of Liberia	*Mersey Ore* (539)	Ore carrier	20,378 (8,205)	518.33(546) × 75.5 × (29.5)	15	7-cyl B & W diesel	8,750	Fr. Krupp	Schlieker Werft
Dec. —	Hamburg-Amerika Linie	*Munsterland* (764)	Cargo	11,000 (6,700)	(515.58) × 63.1 × (30.33)	18	8-cyl diesel	10,000	M.A.N.	Deutsche Werft
Dec. —	Flensburger Schiffs. A.G.	*Uranus* (553)	Cargo	5,860 (3,800)	323.5 × 48.5 × 29.5 (23.95)	14	Two diesels	3,360	M.A.N.	Orenstein-Koppel
Dec. —	Richard Adler & Sohn	*Ganter* (17)	Cargo	2,800 (2,000)	248.25 × 43.33 × (19.67)	14	Fiat diesel	1,976	Borsig A.G.	Adler Werft
Dec. —	Winton Shipping Co, Nassau	*Southwick* (1342)	Cargo	13,700 (9,500)	439.1(463) × 61 × 40.5(30.5)	14.25	6-cyl Sulzer diesel	5,600	Shipbuilders	Forges et Ch. de la Mediterranee
Dec. —	Hong Kong Borneo Shipping Co (Nam Mui & Co, Hong Kong)	*Mui Kim* (247)	Cargo	2,600 (1,596)	(264.95) × 40.1 × (17.25)	—	6-cyl diesel	—	Ito Tekko	Shioyama Dock & E. Corp
Dec. —	Empresa Nacional "Elcano"	*Arrabio* (53)	Ore carrier	6,400 (4,368)	354.1(382.58) × 51.2 × (22.2)	12	7-cyl G.V. diesel	2,650	Empresa Nacional Elcano	Astilleros de Cadiz
Dec. —	Cia. Maritima Zorroza	*Conde de Fontenar* (91)	Cargo	10,500 (8,100)	439.67(474.75) × 61.2 × 33.33(28.67)	14	6-cyl B & W diesel	4,900	Shipbuilders	Soc. Espanola de Const. Nav.
Dec. —	Moore-McCormack Lines	*Mormaccape* (74)	Cargo	10,460 (9,200)	(458.2) × 68 × 41.5(28.5)	18	Geared turbine	12,100	G.E.C.	Todd Shipyards
Dec. —	Kawasaki Kisen Kaisha	*Fukukawa Maru* (999)	Ore carrier	21,000 (13,500)	537.95(572.25) × 74.1 × 41(30.95)	13.5	6-cyl M.A.N. diese	7,500	Shipbuilders	Kawasaki Dockyard
Dec. —	First Central Shipping Co.	*Liverpool Maru* (313)	Ore carrier	18,000 (11,700)	498.42(528.58) × 72.1 × 39.25(29.67)	13.5	7-cyl Sulzer diese.	6,650	Mitsubishi Kobe	Namura Shipyard
Jan. —	Petroleo Brasileiro	*Aqua Grande* (785)	Tanker	10,000 (7,200)	410 × 62 × 30.75(23.9)	12.7	7-cyl diesel	3,150	Shipbuilders	Burmeister & Wain
Jan. 5	A/S Norden, Copenhagen	*Nordfarer* (161)	Cargo	10,050 (7,350)	423(462.33) × 60 × 37.5(27.9)	16	8-cyl diesel	8,400	Burmeister & Wain	Nakskov S.B. Co
Jan. 14	Interessentshapet Angelus, V/H Angel Olsen	*Angeline*	Bulk carrier	18,000 (12,500)	500(546.25) × 67 × 43.5(31.95)	14.25	7-cyl G.V. diesel	7,500	Shipbuilders	Fredrikstad M.V.
Jan. 22	Anglo-American Shipping Co, Bermuda (Naess Denholm & Co)	*Naess Sovereign* (1518)	Tanker	87,500 (57,500)	833.33(874.9) × 122 × 63.95(47)	16.9 (T)	Geared turbine	24,000	Shipbuilders	Mitsubishi S.B. & E. Co, Nagasaki
Jan. 25	National Iranian Tanker Co	**Farah Pahlavi* (Y20)	Tanker	53,050 (33,705)	749.67(785) × 102 × 53(39.25)	17	Geared turbine	19,000	Shipbuilders	Ch. de l'Atlantique

* Launched as *Darius the Great*

MARITIME NEWS IN BRIEF

Mr J. R. L. Moore has been appointed manager, Ships' Management Department, Shell-Mex & BP Ltd. This new department has taken over the management of the company's fleet of coastal tankers and other craft from the former Supplies & Transportation Department. Mr D. H. F. Joyce has been appointed manager of the Supplies & Distribution Department of Shell-Mex & BP Ltd. This is also a new department, and will be responsible for the transportation, storage and distribution of the company's products. The operation of the company's vehicles and depots is now linked with the control of shipping, rail tank cars and hired road transport.

Mr A. S. Black, a director of the General Electric Co Ltd, and area manager for Scotland, has retired after 50 years' service with the company. Mr John S. Langlands, previously assistant area manager for Scotland, has succeeded Mr Black as area manager.

Mr R. N. Bradbear has been appointed reservations manager for Trans-Canada Air Lines in London. Mr Bradbear succeeds Mr J. R. Brewster who has returned to Canada as reservations records manager, Toronto.

Mr B. A. Thurgood, after 31 years' service with George Cohen Sons & Co Ltd, has been appointed resident director of George Cohen Australian Scrap Co Pty Ltd, Sydney.

Mr R. H. Hazlehurst has been appointed Midlands area representative of Lumenated Ceilings Ltd. Until permanent office accommodation is available he will operate from the Birmingham Engineering & Exchange Centre, Stephenson Place, Birmingham 2 (telephone: Birmingham Midland 1914).

The death has occurred of Mr W. H. Vernall, a member of the Baltic Exchange for 54 years. He was elected a member of the Baltic in 1899, retiring in 1953. For three years—between 1934 and 1937—he was a director of the Baltic Exchange.

Air Commodore Strang Graham has retired from his position as commercial director of English Electric Aviation, Aircraft Division, and from the board of English Electric Aviation. Mr A. G. Duguid has been appointed commercial manager, Aircraft Division, and Mr J. W. Adderley, sales manager, Aircraft Division, will now also be in charge of the London office of the Aircraft Division.

MR W. ERRINGTON KEVILLE (left) has been nominated as President of the Chamber of Shipping for the ensuing year. Mr Keville is a deputy chairman of Furness Withy & Co Ltd and deputy chairman of Shaw Savill & Albion Co Ltd. He is also a director of the Aberdeen & Commonwealth Line Ltd, Royal Mail Lines Ltd, the Pacific Steam Navigation Company, Manchester Liners Ltd, and several other companies. He has been a member of the Council of the Chamber of Shipping since 1940 and has been vice-president for the past year. MR DAVID M. ROBINSON (right) has been nominated to succeed Mr Keville as vice-president. Mr Robinson is chairman of the Stag Line Ltd, and a director of Joseph Robinson & Sons (Management) Ltd, and the West of England Steam Shipowners P. & I. Association. He has been a member of the Council since 1947 and has been chairman of the Deep Sea Tramp Section since 1959. He is also chairman of the Documentary Committee and a member of the Pilotage Committee

AS WAS REPORTED last week in THE SHIPPING WORLD, Mr P. G. Hodgkinson has been appointed to take charge of the Production and Operational Research section of the British Shipbuilding Research Association. Mr Hodgkinson started his career with W. & T. Avery Ltd. After that he was a design draughtsman concerned with special machine tools. He entered the aircraft industry in 1936 as a senior design draughtsman with Boulton Paul Aircraft Ltd. In 1944 he moved to the de Havilland Aircraft Co Ltd as a senior designer and finally became chief production engineer

Mr K. H. Staple has been appointed a member of the board of BOAC for a period of three years.

Mr J. C. Rieger has been elected president of the Wilson Marine Transit Company of Cleveland, Ohio, succeeding the late Mr A. T. Wood.

Mr T. K. Singer has been appointed general sales manager of James Booth Aluminium Ltd.

Mr James Winstanley has been appointed general overseas manager of F. Perkins Ltd.

Mr M. Pease, retired United States marine manager for the North British & Mercantile Insurance Co Ltd group of companies and the Atlas Assurance Co Ltd, of London, has died.

Mr J. G. Barnett, manager of the Liverpool office of Lykes Lines Agency Inc, has retired. He has been succeeded by Mr J. F. A. Barnett.

Mr John W. Shields, until recently chief officer of the Ben Line ship *Benarty*, has been appointed to his first command at the age of 32. Capt Shields, the Line's youngest master, will take over the cargo-passenger liner *Bencleuch*.

• • • •

Overseas visitors to Britain in November numbered 75,740—18 per cent more than in November 1959, according to the British Travel & Holidays Association. The November figure brought the total number of arrivals in the first eleven months of 1960 to 1,584,865, which was an increase of 20 per cent on the same period in 1959. European traffic in November increased by 11 per cent over the same month in the year before. Visitors from the United States during the month numbered 15,230—an increase of 18 per cent.

The Shipbuilding Employers' Federation has granted increases ranging from 10s 6d to 7s a week to draughtsmen and tracers employed in the shipbuilding and shiprepairing industry. The employers have also discussed with officials of the Association of Engineering & Shipbuilding Draughtsmen the possibility of introducing in the shipbuilding industry a minimum wage for age scale covering draughtsmen from 21 to 25.

The Cunard Steam-Ship Co Ltd are to raise their freight rates from United Kingdom ports to Gulf of Mexico ports by approximately 10 per cent, owing to increases in cargo handling and operating costs.

Standard Telephones & Cables Ltd and Submarine Cables Ltd have been awarded contracts valued at a total of about £18 million for the cable and submerged repeaters for the Commonwealth trans-Pacific telephone cable project. The cable will link Australia, New Zealand and Canada.

The first export order for the Vickers VC10—a £7 million contract for three for Ghana Airways—has been announced by the British Aircraft Corporation. The three aircraft are to

be delivered to the African airline in 1964. This order brings to about £100 million the value of VC10s now on order. BOAC have ordered 35, and 10 of the larger Super VC10s.

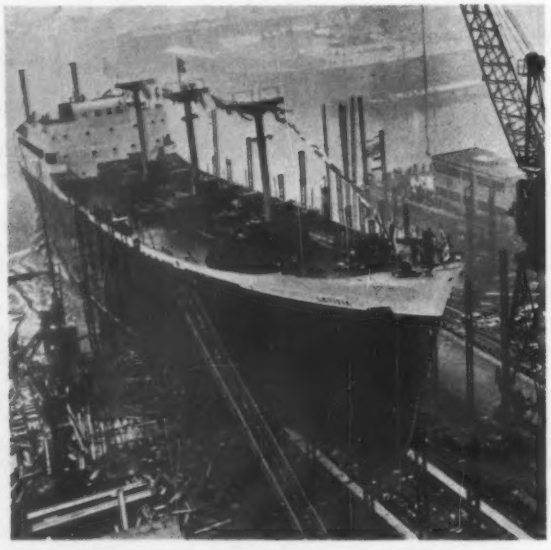
• • • •

The Cunard liner *Caronia* will undertake a long cruise to the South Pacific and Far East between January and April of next year. During the course of the 32,880-miles cruise the liner will twice cross the Pacific. Her itinerary will take her to Australia, New Zealand, New Guinea, Thailand, Japan and to several islands, including the Samoan and Tongan Islands and Bali.

The name of the Thompson Steam Shipping Co Ltd has been changed to the Scottish Tanker Co Ltd. This company is a member of the British & Commonwealth Group, and owns four modern tankers.

A newbuilding for the Black Star Line, of Ghana, has been launched in Holland by Kon. Mij. "de Schelde". This vessel, the *Pra River*, is of 9,280 dwt. A Sulzer-type diesel engine constructed by the shipbuilders will give her a speed of 15 knots.

At a hearing in the Queen's Bench Division on January 23 the settlement was announced of the libel action brought by Mr Stavros Niarchos against Thomson Allied Newspapers Ltd in respect of an article concerning the shipment of Russian oil to Cuba which appeared in the newspapers *Manchester Evening Chronicle*, *Aberdeen Evening Express* and *Sheffield Star* during the second week of July 1960. According to the terms of this settlement, the defendants publicly apologise to Mr Niarchos for the untrue statements contained in that article and have agreed to indemnify him for the costs of the action.



LAST OF A TRIO

The cargo ship "Letitia", third of a class to be built for the St Lawrence Seaway service of Donaldson Line Ltd, was launched recently from the Aberdeen yard of Hall, Russell & Co Ltd. The third Donaldson liner to bear this name, the "Letitia" was named by Mrs Grace Donaldson. The vessel will carry about 6,500 dwt as an open shelterdecker and has four holds and tweendecks forward of the machinery space, and one aft

The Dutch freighter *Ossendrecht*, 11,946 grt, recently arrived in the King George V Dock, London, with a cargo of 15,680 tons of maize from Baltimore. Five of the Port of London Authority's fleet of floating grain elevators working simultaneously at the five holds averaged a discharge rate of 192 tons per hour delivering to barges. The average working time taken by the elevators to complete this discharge was just over 16 hours.

The Holland-America Line are to open their own office at Southampton to service ships of their own fleet and those

LAUNCH OF THE "BRITISH CORMORANT"

The latest in a line of 15,500-dwt tankers for the BP Tanker Co Ltd was launched recently at the Belfast shipyard of Harland & Wolff Ltd. The sponsor, Lady Stevens, wife of Sir Roger Stevens, Deputy Under Secretary of State, Foreign Office, is seen with Dr Denis Rebbeck just before the naming ceremony. Also in the party were Sir Roger Stevens and his son Bryan, and the Hon M. R. Bridgeman and Mrs Bridgeman. The "British Cormorant" is a sister ship of the "British Mallard" and "British Gull" completed by the firm last year. Two further sister ships are at present under construction at the company's yard at Govan, while the keel of another will be laid at Belfast this week

of the Europe-Canada Line in the early summer. This arrangement has been mutually agreed with Escombe, McGrath & Co Ltd, the Line's present agents, who are releasing Mr D. R. Cooper to become the manager of the new office.

The R.F.D. Co Ltd, Godalming, manufacturers of inflatable liferafts and aircraft lifting bags, announce that their associated company, Hanseatische Rettungsgerate Fabrik GmbH, of Hamburg, have opened a new factory for the production of R.F.D. equipment in Germany.

B. Jacob & Sons Ltd, lightermen and tug owners, have moved to 15 Trinity Square, London EC3 (tel: Royal 6666).

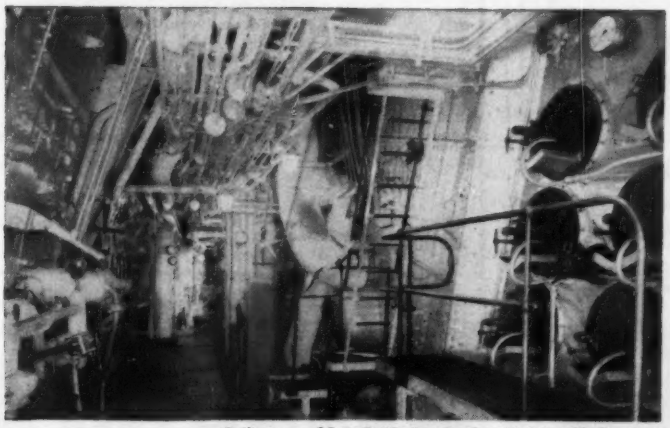
Statistics issued by the Chamber of Shipping show that there were 89 vessels aggregating 562,301 grt, of which 77 vessels of 480,458 tons were British and 12 of 81,843 tons were foreign, laid up at ports in Great Britain and Northern Ireland for reasons other than repair on January 1. The number of vessels laid up while awaiting or undergoing repair totalled 59 of 406,457 tons. Of this total 52 of 349,690 tons were British and seven of 56,767 tons were foreign.

FIFTY YEARS AGO

From THE SHIPPING WORLD of 1 February 1911

The steel screw whale-back steamer *Sagamore* has just changed hands. Her new owners are Italians and the price paid for the vessel is about £5,500. The peculiar build of the *Sagamore* makes the vessel a centre of attraction at every European port she enters; and although there are quite a number of her type engaged in the American Lakes' trade both as passenger and cargo boats, she is practically the only whaleback employed in carrying ocean freights. She has hitherto been mainly engaged in the general cargo and ore trade between Antwerp, Liverpool, South Wales, and the Danube. The *Sagamore* is a vessel of about 2,140 tons gross, 1,601 tons net, and was built and engined in 1893 by Messrs. William Doxford & Sons, Ltd., of Sunderland. She is 311 ft. long, 38 ft. 2 in. beam, by 25 ft. 2 in. deep, and she carries about 3,350 tons d.w. She was until recently owned by the Belgian Maritime Trading Company, of which Messrs. W. Johnston & Co. Ltd., Liverpool, are the managers.

BABCOCK SHIPPING NEWS



Boiler room of R.M.S. Windsor Castle; with Selectable-Superheat boilers, (right) and, on the left the Header-type auxiliary boiler.

STEAM FOR A THOUSAND SHIPS — A PROUD FIVE-YEAR RECORD

Over the past 5 years, Babcock marine boilers have been ordered for the *main propulsion* of nearly 1000 vessels, of up to 87,000 tons d.w., and for both merchant and naval service; while a growing number of ships, including motor vessels, is being equipped with Babcock water-tube boilers for *auxiliary-service*, e.g. supplying steam for hotel services, tank cleaning and manoeuvring in harbour.

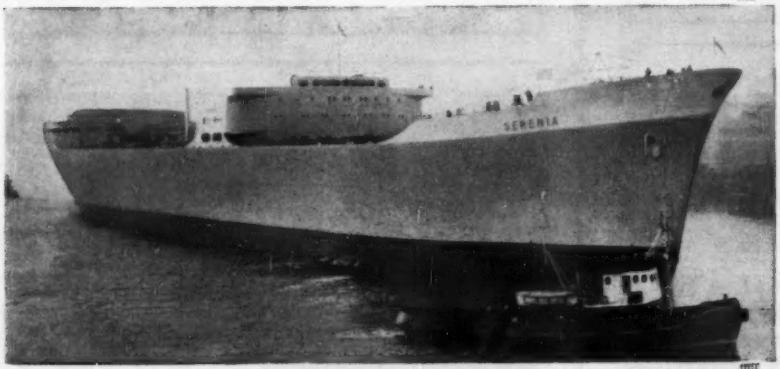
For this application the Babcock *Header-type boiler* offers proved, practical advantages of lightness, compactness, quick steaming and ease of maintenance.

Recent years have been notable for the wide use of the *Selectable-Superheat boiler* for many of the larger, faster vessels, including major passenger or passenger/cargo ships and a great number of tankers. An important trend has been the steam propulsion of an increasing number of Scandinavian tankers, with Babcock marine boilers–for example, Havkong, Nanny, Jaragua, Meline, Sea Song and others building.

Ships in the news, with Selectable-Superheat boilers are R.M.S. Windsor Castle, 38,000 tons gross, flagship of the Union Castle Line, (which also has a Header-type auxiliary boiler) and the recently launched Serenia (65,000 tons d.w.), the largest tanker built in Britain.

Many of these installations include complete Babcock equipment e.g. oil burners, pumping and heating plant, soot-blowers and automatic combustion and feed water controls.

All are backed by *Babcock service* at major ports throughout the world.



Largest tanker built in Britain—"Serenia" (Shell Tankers Ltd.) after launching from the Walker yard of Vickers-Armstrongs (Shipbuilders) Ltd. She will have two Selectable-Superheat boilers, for main propulsion.

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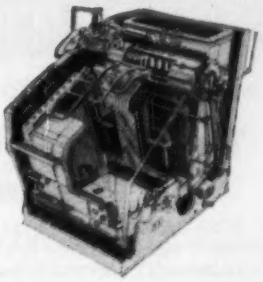
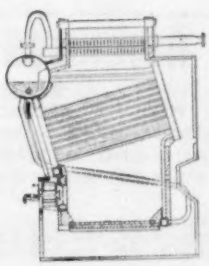
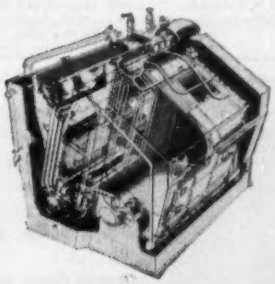


Cut-away view of **INTEGRAL-FURNACE** *boiler.*



HEADER-TYPE, *single-pass boiler for auxiliary service.*



SELECTABLE-SUPERHEAT *boiler (Above) Cut-away view of Selectable-Superheat boiler—a compact single furnace unit providing simple, positive control of steam temperature by a system of differential dampers to adjust gas-flow through the "superheated" and "saturated" sections of the boiler. Well-proved in both naval and merchant service.*

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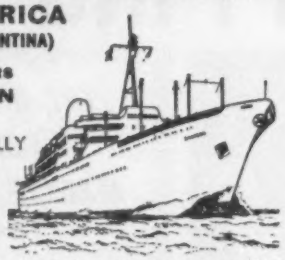

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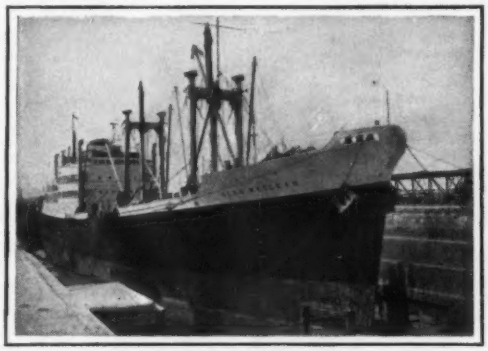

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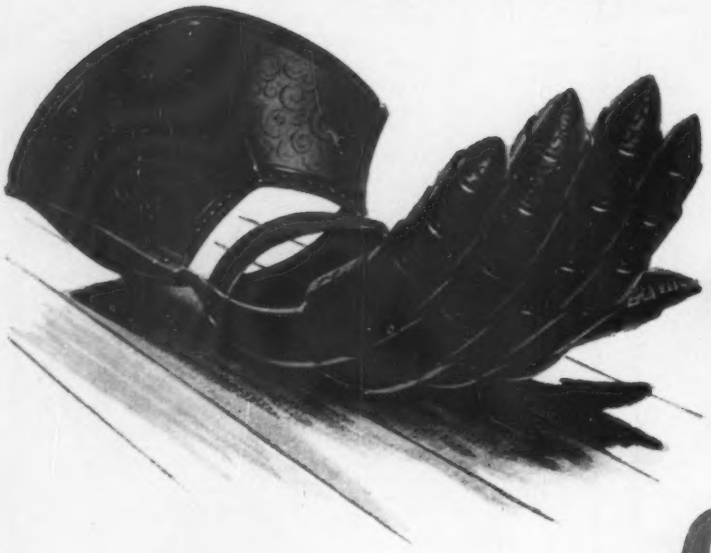

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